

# CYCLE NEWS

America's weekly motorcycle newspaper

April 7, 1993: Number 13

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## Schwantz wins Australian Grand Prix

McGrath all the way  
in Dallas Supercross

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# IN THE WIND By Papa Wealey

World Champion **Donny Schmit** (Yam) posted 2-2-1 moto finishes to capture the overall win at the Spanish round of the World Championship 250cc MX Series at Jerez, March 28. **Greg Albertyn** (Hon) was second with a 1-4-2 tally, followed by **Trampas Parker** (KTM), who went 6-1-3.

**Jan Hrehor** (Yam) was the overall winner at the combined AMA National Championship Hare Scrambles/Cross Country Series race at Hurricane Mills, Tennessee, March 28. **Scott Plessinger** (KTM) was the runner-up, and **Rodney Smith** (Suz), **Scott Summers** (Hon) and **Randy Hawkins** (Suz) rounded out the top five.

**Team Suzuki Endurance** (Suz) won the WERA Powermist/Performance Machine National Endurance Series race at Talledega Gran Prix Raceway in Alabama, March 27. Team Suzuki Endurance turned in 334 laps to beat H'N'S Racing (Yam) by a lap. Virginia Breeze Racing (Yam) finished third overall in the six-hour race.

Fox Racing would like to obtain one of the Suzuki RM125s that was raced by **Team Moto-X Fox** in the 1976 and '77 National Championship 125cc MX Series. If you own one of the machines that was piloted by **Mark Barnett**, **Pat Richter** or **Steve Wise** and would like to sell it, contact Brian Price at Fox Racing, 408/378-4884.

The newly formed **Western Roadracing Association** (WRA) will host its inaugural race meet on May 8-9 at Las Vegas Raceway in Nevada. The WRA will accept current road racing licenses from any recognized sanctioning body and will offer competitors 19 different classes in which to compete. Contingency sponsors include EBC Brakes, Metzeler Motorcycle Tires, Galfer Racing Brakes and Silkolene Lubricants. California Sportbike Racing will be providing trackside Metzeler support at WRA events. In addition to hosting events at Las Vegas Raceway, WRA events are scheduled for California's Bakersfield Raceway. For more information, call 209/723-9454.

**Bill Mills** suffered a fatal heart attack on March 19 in Fountain Valley, California. Mills was a noted speedway racer in the '30s, competing with the likes of American's first World Champion **Jack Milne**.

Although it's subject to change (what on cable TV isn't?), the first of a series of weekly **Camel Supercross Series** shows is scheduled to air on ESPN on Thursday, April 2, at 9:30 p.m. Pacific time (Friday, April 3, at 12:20 a.m. Eastern time). The Orlando Supercross which took place on January 9 will be shown on the first show. The shows will continue to air each Thursday (Friday) through July 9.

"Really makes you wonder, huh?" is how 1992 New England Trail Riders Association Enduro Grand Champion **Pat Royer** closed his letter that appears in the April issue of Trail Rider magazine, the New Jersey-based monthly that is published and edited by **Paul Clipper**. In the letter, Royer sets the record straight: he won his NETRA title on a 1989 Kawasaki KX125 that he paid \$1200 for, and he'll defend the title on a 1989 KX250 that he purchased for \$1000!

**Jerry Stansbury**, who served as competition director of the Mickey Thompson Entertainment Group for the past six years, has fallen victim to the elimination of the position by the Anaheim,

California-based firm that sanctions and promotes the Mickey Thompson Stadium Off-Road Racing Series as well as other motorsport events, including Camel Supercross Series rounds. Along with the competition director's position, MTEG has dissolved its operations manager and marketing manager positions, posts held by **Stephanie Boyce** and **Dan Shewman**, respectively. MTEG said the elimination of the positions is part of a major restructuring program that is being carried out for economic reasons. "Dissolving the competition director position was especially difficult," said MTEG President **Gary Campbell**. "Jerry Stansbury has been outstanding in that role and a loyal employee. Our decision was helped somewhat knowing that Jerry had, from time to time, expressed a desire to go out on his own as an independent contractor. Given that opportunity now, I'm sure that his talent and ability will be quickly sought after."

Speaking of MTEG, **Bill Marcel**, who used to run the show at the Mickey Thompson Entertainment Group, stopped by to say hello to Papa last week. With a proposed \$1 million-to-the-winner car race in Hawaii on hold, Marcel is staying busy publicizing the August 27-29 AMA National Championship Road Race Series round at northern California's Sears Point Raceway. Marcel has been retained by the event's co-promoter, Circle Bell's **Bob Bellino**, and his duties include overall coordination of the event with the Sears Point Raceway staff as well as marketing and promotion programs.

K.R. Sports Promotions, promoters of the U.S. GP at Laguna Seca, have appointed **TravelCraft** as the official travel agent of the event. Travelcraft will be providing race goers with discounts on airfares and car rentals, and can provide hotel reservations around the Monterey Peninsula. They'll also be selling three-day tickets for the races, but only as part of packages including travel arrangements. And, yes, the helicopter will be back to shuttle fans between Monterey and the race track. For more information, call TravelCraft at their California office, 800/241-1223, or their Florida office, 800/541-1223.

CMC tells Papa that the **Easter Bunny** will visit southern California's **Sunrise Valley Raceway** on Easter Sunday, April 11, to conduct an Easter egg hunt for all the kids (up to 11 years of age) who will be on hand for the day's opening round of the CMC Sunstar Sprockets Spring Classic National MX Series. Mr. Bunny will start doing his thing at 10 a.m.

**Friends of Dick Bettencourt** will remember the fun-loving, trail-riding, Massachusetts Honda dealer in an October 9-10 AMA National Dual Sport Trail Ride that will benefit the Leukemia Society of America. Bettencourt, who died of leukemia late last year, was an inspiration to riders of all ages and abilities from all over the world. The **Dick Bettencourt Charity Trail Ride**, presented by the Pilgrim Sands Trail Riders, will take place near Plympton, Massachusetts, on Columbus Day weekend at the height of New England's fall foliage season. Saturday's agenda features a trail ride of at least 200 miles, and Sunday's fare includes an off-road poker run. Lunch will be served on the trail each day. A New England-style banquet and Bettencourt remembrance will take place Saturday night. For more information, contact **Dick Ambrosia** at 617/337-8288 or **Gordie Coyle** at 617/294-8355.

Road racer **Doug Toland** will make his annual trek to France for the April 17-18

running of the 24 Hours of Le Mans. Toland will ride a Honda RC30 for Moto Sport Courneuvien along with Swede Peter Linden and Frenchman Andre Lussiana. Toland has also secured additional sponsorship from Power Bar.

Two-time Camel Supercross Champion **Jeff Ward**, who retired from professional motorcycle racing last season to pursue a career in car racing, says he is considering coming out of retirement to compete in the AMA National Championship 500cc MX Series, which begins August 8 in Washougal, Washington. "Why not, it's only a four-race series," said Ward. "If things work out I'd like to do it. We'll see." Does that mean another "Farewell, Wardy" tour?

What's wrong with **Jeff Matiashevich**? The Team Suzuki rider has finished in the top 10 in only three of the nine Camel Supercross Series rounds held so far this season. "It's my back," said Matiashevich after he finished 10th at the Dallas Supercross. "A disc in my lower back keeps slipping out, but it's been getting better lately. I've been practicing at (Guy) Cooper's house the past week and tonight is the first time since the Orlando Supercross (January 9) - when I hurt my back - that I've felt 100% healthy. Now I can get back to my regular training routine, so things should be getting back to normal soon." Matiashevich has also been bothered by a shoulder injury, which he now says is completely healed.

**Jeremy McGrath**, the Camel Supercross Series points leader, not only won the Dallas Supercross, but he also pocketed \$1000 from the Coors Light Silver Bullet Showdown. The showdown offers \$1000 to any rider able to post the fastest heat race time and also win the feature.

Two-time World Superbike Champion **Doug Polen** and Grand National Champion **Chris Carr** were among the spectators at the March 27 Dallas Supercross. Polen hails from Texas and Californian Carr was in the area visiting his tuner, Kenny Tolbert. Other racers spectating at the event were dirt trackers **Ronnie Jones**, **Terry Poovey** and **Billy Herndon**. They were all introduced to the crowd during intermission.

The FIM has ruled that only unleaded fuel will be allowed at the **International Six Days Enduro** in Holland this October. To enforce the rule, fuel tests will be randomly carried out at the event.

Another new FIM rule will permit **ISDE** riders to reenter the Six Days after they retire for a day. Though enough penalty points will be incurred that the rider and his team will likely be out of contention for a top finish, it will still be possible for riders who get back into the fray to earn a medal, most likely bronze. A similar rule is already in effect at AMA reliability enduros, where riders can reenter in order to earn points towards qualifying for the American Six Days team.

Speaking of the Six Days, Brit **Paul Edmondson**, who has earned six gold medals and one silver, has stated that he will not represent his country in Holland. In a letter published in the England's Trials & Motocross News, Edmondson states that the English federation is requiring that all their riders use the same brand of clothing, and that would violate Edmondson's existing contracts.

**Aprilia** is seeking new representation in the U.S. for its GP replica RSV250R and

RSR125R road racers. Parties who are interested in importing and marketing the models, and who have the required enthusiasm and business experience, should write a brief letter to **Bill Berroth**, who is handling requests for Aprilia. Contact Berroth at Acerbis USA, 9402 Wheatlands Ct., Suite A, Santee, CA 92071.

Because of the crackdown on tobacco advertising in France, the French government has allocated monies for motorsports to be given to race tracks and teams that were hurt by the ban. The tax on tobacco products, which took effect on January 1, is being distributed to individuals or companies that can prove they were distressed by the ban. The Yamaha Motor France team, which was backed by Gauloises, a government-owned tobacco company, and Banco, a government lottery, is now being funded by the government. "I went to the minister of sport and I had to apply for a budget and be able to prove my need," Yamaha Motor France's **Christian Sarron** said. "They've also given money to F-1 and race tracks and small teams." Sarron's younger brother, Dominique, who rode as part of the Yamaha Motor France team last year and is campaigning a superbike in the French national series, as well as selected World Championship Superbike Series rounds, is also receiving backing. The tax was enacted for three years and Sarron said that he did not expect that the new French government would try to change it. "Anyway, it can't change for this season. We're still looking for another sponsor," Sarron continued. "We had Mobil last year, but it's getting more difficult for everybody."

New Zealander **Andrew Stroud**, who rode the Britten V-1000 at Daytona and Laguna Seca last year, and also endurance raced for Dutchman Racing, was spectating at the Australian GP and looking for work. He'd tested the new five-valve Britten in New Zealand, setting a new lap record at Wickerham, and will race it at Bathurst, in Australia, on Easter weekend. If the team can find backing, they'll come to the U.S. to contest a few rounds of the WERA Formula-USA Series. They may also head to Europe, to race at Monza and the Isle of Man. "The five-valve has the engine a bit farther forward to keep the front wheel on the ground," Stroud said. "It's a little bit better through the corners and there's a little more weight on the front." Stroud said he had hoped to ride a Fast by Ferracci in the AMA Superbike Series, but those plans had fallen through when **Doug Polen** decided to race in the U.S. and Ferracci didn't have the budget for a three-rider team. He also turned down an offer to ride the Team Valvoline ROC Yamaha in the 500cc World Championship, a mount that Scot Niall Mackenzie accepted. "I should've had one signed before I turned the other one down," Stroud said.

Former Camel Supercross and National MX Champion **Jean-Michel Bayle** was repeatedly asked at the Australian GP if he regretted turning his back on motocross and his answer was consistent: "I already made my choice many years ago. Everything is not so perfect but it is coming together. I'm making progress every time I ride. I don't have any problem with physical condition. The only thing that slows me down is the speed. It's two different worlds, compared to motocross. The maximum speed in supercross is 50 kph (31 mph). This is the first time I've ridden on a big track with a big first turn," said Bayle, whose only previous race experience



was in last year's French GP. "In motocross and supercross it's always your physical conditioning that is your limit. In road racing, your condition is much less important." Bayle qualified the Chesterfield Team de Radigues Aprilia 29th in a field of 36 riders, and finished 19th after a bad start and near crash in turn one on the second lap. "The front slid a long way and I had to put my foot on the ground to save it. I ended up on the grass at high speed and by the time I'd got back on the track I'd lost five places," Bayle said.

Two immaculately prepared blue Yamaha Motor France Yamaha YZR500s bearing the number "19" sat on pit row awaiting their rider on the first day of IRTA's three-day test the weekend prior to the Australian GP, but they would not be fired up because their rider, **Freddie Spencer**, was asleep in his hotel. Spencer had arrived in Sydney on Friday morning, later than scheduled, because he'd failed to apply for a visa for Australia and had been delayed in Paris after going there for a one-day press conference.

Former World Champion **Wayne Gardner** couldn't attend his home GP because he was in Europe working on his fledgling car racing career. After scoring his first victory in the Australian Touring Car Championship at the previous weekend's race at Symmons Plains in Tasmania, Gardner returned to his home in Monaco before visiting Lotus and speaking with **Tom Walkinshaw**, the owner of the Holden Racing Team that he races for in Australia. There's a chance that Walkinshaw, who's had a long association with Jaguar, will field at least two cars in the 24 Hours of Le Mans and Gardner is hoping for a ride. He had explored entering the Indy Lights series in the U.S., but couldn't come up with a sponsor to put up the \$450,000 needed to field a car. Though he's a rookie car driver in Australia, he's the highest paid driver, pulling in a salary of \$250,000, plus endorsement money from Coca-Cola and Castrol.

Applying the new Grand Prix road race points system, which rewards wins more than consistency, to last year's 500cc World Championship would produce a new World Champion. **Mick Doohan** would have earned 176 points and **Wayne Rainey** would have ended up with 166. Third and fourth would stay the same, **John Kocinski**, third with 139, six better than **Kevin Schwantz**.

**Kevin Magee** was spectating at the Australian GP after he failed to secure sponsorship to contest the round as a wild card. He may have had some difficulty riding, however, after breaking the little finger on his left hand during qualifying for the opening round of the All-Japan Championships at Suzuka. The finger was pinned and a skin graft was performed so that he'll be ready for the Japanese Grand Prix at Suzuka on April 18. Previously, he's done similar damage to the little finger on his right hand. In the Japanese championship Magee is sponsored by 0088 Telecom, the Japanese telephone company. Fellow All-Japan competitor and Aussie Peter Goddard was the only wild card in Australia, qualifying his Lucky Strike Suzuki ninth and crashing on the penultimate lap after getting balked by Marlboro Honda Pons' Alex Criville.

In the "A good deed never goes unpunished department" comes this tale of woe from the Lucky Strike Suzuki camp. At the end of his Australian GP victory lap, **Kevin Schwantz** stopped in the last corner to pick up teammate **Peter**

**Goddard** and give him a ride back to the pits. Unfortunately for the team, carrying passengers is illegal and carries a \$2500 fine, which is assessed to the team. Marlboro Team Roberts Yamaha incurred a similar fine after **Wayne Rainey** gave a team member a ride during his victory lap following his clinching of the World Championship at Kyalami last year.

Schwantz was also eager to meet his namesake "Schwartz," a **thoroughbred racehorse** competing in Australia. The four-legged Schwantz's owner is a fan of the Lucky Strike Suzuki racer and went so far as to brand the number "34" into the horse's hide. The horse ran in a race in January at odds of 25-1 and won.

**Kevin Schwantz** made no secret of his intentions should current Lucky Strike 250cc rider **John Kocinski** be moved up to join him on the 500 team next year. "As far as I'm concerned, he'll be his own teammate. I'd rather be a rancher back home in Texas. He's a great 250 rider, and we've tested together a lot in the winter. But we are such completely different people that I would not want to be on the same team with him."

Here's a list of items that are presently available in the **silent auction** that is being presented by *Cycle News* and Laguna Seca Raceway to raise funds for the family of the late **Jimmy Adamo**. All proceeds from the auction, which will close at the end the AMA National Championship Road Race Series meet at Laguna Seca on April 18, will go directly to the late Adamo's family via the Jimmy Adamo Benefit Fund. All the items will be on display at Laguna Seca during the April 16-18 National weekend. The items and their auction numbers are: 1. Wayne Rainey Team Marlboro Roberts Yamaha leathers, worn during the '92 GP season. 2. Wayne Rainey Team Honda leathers (both sets of leathers donated by Rainey). 3. Eddie Lawson Bell helmet, autographed by Lawson and worn by him during the 1984 GP season. 4. Eddie Lawson Dainese gloves, autographed, worn by Lawson during '84 season. 5. Eddie Lawson illustration by Hector Catamatori, signed by Lawson. 6. Randy Mamola HB International Suzuki leathers, circa 1983-84. 7. Randy Mamola AGV helmet, circa 1983-84. (Items 3 through 7 donated from the Pro Rider Benefit Fund by Dain Gingerelli.) 8. Two Brothers exhaust system for Honda CBR600 F-2, donated by Kevin and Craig Erion. 9. The Ducati Story, a soft-cover book in Italian by Bruno Ducati, autographed by Ducati. To place a bid on any or all of these items, call Bill Spencer of Mountain View Distributing at 408/436-8228 or Mary Wright at Laguna Seca at 408/648-5116 (Fax 408/373-0533).

**Randy Mamola** will be spending the year testing Dunlop tires for the Team Marlboro Roberts Yamaha team, according to **Jeremy Ferguson**, Dunlop's manager for European motorsports. Mamola tested at Laguna Seca as well as the Dunlop testing ground in Huntsville, Alabama, where he tested rain tires under controlled conditions. His next test is expected to be in Jerez in mid-April and further testing will be determined on an as-needed basis. "At the moment, there's a huge amount of changing with the bikes. Quite rightly Kenny (Roberts) says, and I agree, that you have to be testing when you're racing and you can't tie up the race team to test. It's like Formula One at this point. You can't waste the time of the guys on race weekends. As things get more and more sophisticated with telemetry and

computers we'll have to have the facility to test." Since Mamola doesn't have an entry in the GPs, he can only enter as a wild card, which he may do for the U.S. GP at Laguna Seca in September.

The biggest cheer of GP week in Australia erupted during the post-race press conference for the 500cc class. Asked what could be done to make the Grand Prix better at Eastern Creek, second place finisher **Wayne Rainey** said: "Go back to Phillip Island." That won't happen any time soon, though, because of tobacco restrictions in the state of Victoria. Also, Eastern Creek has a five-year contract to host the Grand Prix. A bill is being readied by the Australian government to outlaw smoking in all indoor public places, including hotel rooms, a move that some think may hurt Sydney's chances of hosting the 2000 Summer Olympics.

American Suzuki has announced they'll back the **Suzuki Cup Can-Am Challenge**, a road race which will pit the top five 750cc Suzuki Cup racers from the U.S. against the top five 750cc Suzuki Cup racers from Canada in a head-to-head race which will take place at the conclusion of the regular Suzuki Cup Final races at Road Atlanta on October 31. A total of \$16,750 will go to riders who qualify for the event, with the winner pocketing \$5000.

Just as we were going to press, **James Bagley** of the California Desert Coalition, called to inform us that the County of San Bernardino had passed a resolution in opposition to S21, the so-called California Desert Protection Act. The resolution, which was passed on Monday, March 29, means that the county is officially going on record as being opposed to the bill. In addition, the League of California Cities' Mountain and Desert Division, which includes the cities of Mammoth, Lancaster, Bishop, Apple Valley and Big Bear, passed a similar resolution on Friday, March 26. Several cities have also gone on record individually as being opposed to the bill. This is good news, but it is now more important than ever that readers who are opposed to the bill make their feelings known by sending letters to Senators **Dianne Feinstein** and **Barbara Boxer**.

**Rice Stadium** in Salt Lake City has become the newest venue for the **Mickey Thompson Stadium Off-Road Racing Series**. The facility in Utah will host round six of the series on June 26. The announcement of the additional race date, brings to nine the number of series events. MTEG officials announced last week that the Stadium Off-Road Racing Series round originally slated for the Los Angeles Coliseum will instead take place in the Rose Bowl in nearby Pasadena on May 8.

The entire **Road Atlanta** road race course has been repaved, reports Missing Lenk Video's **Bob Lenk**. "They've widened the course in several areas and it's as smooth as a baby's bottom," Lenk told Papa. The track which is located near Braselton, Georgia, the town that movie actress **Kim Basinger** bought several years ago, will host an AMA National Championship Road Race Series round over the July 17-18 weekend.

**STOLEN:** A 1987 Ford E350 box van (VIN #IFDKE307XHHA96640) that contained a 1991 Suzuki GSXR1100 (VIN #JS1GV73A4M2100278) and a 1992 Honda CBR600F2 (VIN # not known at time of theft) belonging to road racer **Kevin Rentzell**, from the

parking lot at the Comfort Inn in West Palm Beach, Florida, between 10:30 p.m. Friday, March 19, and 5:30 a.m. Saturday, March 20. Rentzell, who was in town to compete in the WERA meet at Moroso that weekend, says the van also contained an assortment of spare parts including two sets of spare Suzuki wheels (one set mounted with new Dunlop tires), a large Craftsman roll-around tool box filled with tools, and numerous other race-related items. A reward is being offered for any information leading to the arrest and conviction of the person(s) responsible for the theft; contact RK Motorsports Racing at 404/955-8326 or the Palm Beach Gardens Police Department at 407/622-2111. Needless to say, Rentzell is "desperately seeking sponsorship or anyone interested in providing assistance" so that he can get back into competition.

**STOLEN:** 1993 Honda XR600 (VIN #JH2PE040XPM800163, engine #5800170) from a hotel parking lot in Delaware off Interstate 95, the week before Daytona Bike Week; contact Jeff Walker 413/245-7417.

**MOVED:** Color Crazy Racing, the custom-paint operation run by Larry Broyles and Gus Perkins, to 402 Princeland #2, Corona, CA 91719; 909/278-2280.

**RESIGNED:** Dori Silverman, from Turnstyle ad agency, a division of SuperSports of St. Petersburg, Florida, to join Coca-Cola in Tampa. Bret Hart, Supersport's director of sales and marketing, will be handling media placement and purchasing for Turnstyle until a replacement for Silverman is found.

**NAMED:** Ed Netterberg, as executive director of the National Motorcycle Museum in Sturgis, South Dakota.

**CORRECTION:** The captions for two photos that ran as part of the spread devoted to the AHRMA Awards Banquet were flopped. That's Beno Rodi and Dick Klamfoth in the photo on the bottom left hand corner of page 20 and Jerry Wood and Jeff Smith in the photo on the right.

**DIED:** Former WERA road racer Danny Hyatt, of a heart attack at his home in Palm Bay, Florida on March 12. For the past five years, Hyatt worked as a development technician/engine specialist for Bombardier Sea-Doo. In lieu of flowers, contributions can be made to Danny's son Jimmy Hyatt, at 11523 Floyd Dr., Apt. #4107, Overland Park, KS 66210.

**RESIGNED:** Robin Christensen, as publisher of American Roadracing Magazine, a monthly road racing tabloid published in Carefree, Arizona, effective April 30. "I'm tired, I'm beat and I'm burned out," Christensen said. "It's just time to do something else. Right now I don't know what that is, but I'd like to stay in racing if possible."

**CORRECTION:** One of the dates that appeared in the Ricky Johnson Track Techniques Clinics article in our March 24 issue was incorrect. The clinics at Steel City USA in Delmont, Pennsylvania, will take place on May 31 and June 1.

**FORMED:** Don't Let Up/Intense Sports, a sportswear company owned and operated by longtime motorcycle enthusiast Mark McPerry, at 2925 E. Barnwell St., Oceanside, CA 92054, 619/967-9852, FAX 619/757-4358.



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## ON THE FRONT PAGE:

Kevin Schwantz started off the GP season on the right foot, scoring a hard-fought win in the 500cc class at the season's inaugural race in Eastern Creek, Australia. For the complete story, turn to page 6. Photo by Henny Ray Abrams.

# CYCLE NEWS

America's weekly motorcycle newspaper

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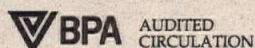
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# VOICES Letters to the editor

## Daytona coverage

I know that I speak for perhaps all of your readers in extending heartiest of congratulations on your comprehensive coverage of all of the racing activities at Daytona. It was a superb effort, and very well done. Even though I was one of those in attendance, I couldn't have covered all of the ground that your reporting staff handled. It makes a fine souvenir edition.

In the following edition's tribute to Jimmy Adamo, I noted that you reported that he was only the second fatality in the 53 runnings of the Daytona 200. I believe he was actually the third, as Cliff Farwell was killed on the backstretch of the old beach-road course in 1953. Regardless, it's still a very impressive safety record when you consider all of the man-miles covered in Daytona's over-half-century of racing.

Bill Bagnall  
Irvine, CA

Several readers corrected us on the fatality count in the Daytona 200. Farwell was killed when he struck a spectator who was crossing the track during the race. The spectator also died. We appreciate your kind words regarding our coverage of Daytona events, Bill, but we'll be the first to admit that we didn't cover "all of the racing activities at Daytona." Every year it becomes more difficult to cover the ever-increasing number of races taking place in and around Daytona during Cycle Week. Until we can come up with a way to have our reporters be at two different places at the same time, well... One thing's for certain, we do give it our best shot...Editor.

## You didn't cover speedway

When are you going to print your coverage of the first speedway races to take place during Daytona Cycle Week? They were called the Southern Invitationals and took place at the Volusia County Fairgrounds on March 1-2-3.

Elliott Long  
Portland, OR

Sorry, we did not cover the speedway races...Editor.

## Cheers for Team Green

I want to publicly thank Team Green technicians Greg Quader and Jeff Chambers for their help at the Florida Trail Riders Enduro on Sunday, March 7. I wore my back brake down to the metal in the previous Thursday's Alligator Enduro and when I went to replace the pads I noticed the disc was also worn out. On Saturday I called every dealer in central Florida, but no one had a disc in stock. When I got to the enduro on Sunday, not only did Team Green have one, but Greg installed it with new bolts. They did this when they had things to do for their own riders, Larry Roeseler and Ty Davis.

Thank you, Kawasaki Team Green, for being there when I needed you.

Coy Hopson  
Brandon, FL

## Official decision

There seems to be a misunderstanding regarding the results of Greg Zitterkopf's disqualification at the Adelanto Gran Prix. To clear up any questions, the following is the decision, as stated in the official minutes, of the AMA District 37 Competition Committee meeting held on March 11:

1. The disqualification of Mr. Zitterkopf in the 250cc race stands.
2. The Desert Vipers M.C. shall issue an apology to Mr. Zitterkopf for improper handling of the disqualification.
3. Mr. Zitterkopf's entry fee for the 500cc race which he was not allowed to compete in shall be refunded.

Jesse Ellico  
District 37 Referee  
Monrovia, CA

## Godspeed, Jim

Off-road enthusiasts in California just lost perhaps the best friend they ever had. The readers of *Cycle News* would recognize him by his alias, I.C. Clearly, or his other alias, Son of Desert Duck. I knew him as Jim Livermore. Jim loved to ride in the desert. All his life, he fought tenaciously to preserve our right to vehicular access of public lands. Jim and I were appointed to the California OHV Advisory Committee and we were then founding members of the California OHV Recreation Commission. As the commission's first chairman and vice chairman, respectively, Jim and I helped formulate the policies that govern the way the Green Sticker Fund is supposed to be spent. Jim donated 12 years of his life to the cause of responsible OHV recreation.

In 1989, Jim retired from state service to spend more time with his church youth program and his wife and three children. He leaves us far too soon, but in the brief time he was here he made our world a much better place. Jim is now riding a perfect dirt bike with a perfect body through the perfect desert of Heaven. Godspeed, Jim.

Mike Bishop  
Santa Barbara, CA

Livermore died in a car accident on Monday, March 22...Editor.

## This is not an advertisement, or is it?

I have been reading *Cycle News* for some time and I enjoy it. But most of the letters you publish concerning the Supercross Series are usually negative. The letter writers talk about poorly conducted intermission shows, smoky stadiums, rude riders, etc. Well, I want to let you know about a positive experience I recently had.

Last week I called SuperSports to get a ticket order form for the Charlotte Supercross mailed to me. I was told that I had called too late and that the deadline for mail ordering tickets had passed. This did not make me a happy camper. Instead of sending me away unhappy, the gentleman on the phone gave me the number to call to charge my tickets and he offered to send me the bonus items that I would have received through the mail order offer. Unbelievable! I received bonus items. I received the GMC action pit passes and early entry passes. To top it off, I also received some complimentary Mega Moto souvenir supercross cards. By the gentleman taking the time to help me, I will enjoy the event thoroughly and my kids are excited. Thank you, SuperSports and Bret Hart!

Danny Dutton  
Rocky Mount, NC

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# ROAD RACE

## World Championship Road Race Series: Round 1



Doug Chandler (5) and Daryl Beattie (4) got the jump on the field at the start of the Australian 500cc GP. Michael Doohan (2), Alex Criville (8) and the rest give chase.



The 500cc GP featured a three-man battle between Kevin Schwantz (34), Doug Chandler (5) and Wayne Rainey (1). Schwantz eventually took the win by three seconds.

# Schwantz takes Australian opener

By Henny Ray Abrams

EASTERN CREEK, AUSTRALIA, MAR. 28

**L**ucky Strike Suzuki's Kevin Schwantz, drawing on his most intensive off-season testing program ever, opened the 500cc Grand Prix season by leading an all-American sweep of the podium in the Australian Grand Prix at Eastern Creek.

"This is like a Christmas present for me," the 28-year-old Texan said after winning his 20th Grand Prix, tying him for seventh on the all-time 500cc win list with Freddie Spencer and Marlboro Team Roberts Yamaha's Wayne Rainey. "It's good to see that all of our work's paid off. Especially for the crew, they've worked harder than me over the winter."

Second went to Rainey, who struggled with his new Marlboro Roberts Yamaha from the moment he arrived

here for testing a week prior to the GP. After stumbling onto a setup that worked during Friday's qualifying, he managed to finish 3.118 seconds behind Schwantz.

"This is as good as first for me," Rainey said. "Kevin and the Suzuki were on today. I'm real happy with the result, actually."

Third was something of a surprise, not only to the 36,809 spectators, but to the rider as well.

"We tested in the off-season and thought maybe we'd be close, but we didn't think we'd be this close," Cagiva's Doug Chandler said following his debut on the Italian team. "It feels good to be up here with the Japanese manufacturers. Hopefully, sometime this year I can pull one off."

Schwantz completed the 30-lap, 73.2-mile race in 46 minutes, 21.885 seconds at an average speed of 94.809 mph and, with the win, heads the World Championship points chart.

The new scoring method gives Schwantz 25 points, Rainey 20, and Chandler 16.

Fourth went to Rothmans Honda's Daryl Beattie, the 22-year-old Queenslander slipping back after getting a blazing start and leading the first nine laps. A mid-race drizzle caught Beattie's attention and, instead of throwing away certain points, he backed off to collect as many as possible.

His teammate Mick Doohan had considerably less luck. Doohan started the race bothered by a broken bone in his left wrist, as well as the leg he broke at Assen last year. He had considered racing with pain-killers, but chose not to, instead getting an intravenous glucose drip prior to the race to provide extra energy. But, in the end, it didn't matter. The engine on his Honda NSR500 began to cut out early in the race and he pulled off on the 18th lap after dropping to 11th place.

Another notable non-finisher was Yamaha Motor France's Freddie Spencer. Like Rainey, the 32-year-old Louisianian struggled with the setup on the new Yamaha YZR and never got it to steer as he well as he would have liked. But starting the 20th lap, he was violently thrown to the ground, and on his head, in the first turn while contesting 10th with Rainey's teammate Luca Cadalora. Spencer was momentarily knocked out and didn't know why he'd crashed, though observers saw smoke coming off his rear tire just before the crash. He put a small hole in the back of his left hand and gave his broken left shoulder another jolt.

"It happened pretty fast. I don't remember anything," Spencer said, his left forearm wrapped in dressing. "Everybody came up to me and said they saw smoke coming off the bike, but we don't know what happened."

As good as the 500cc race was, the 250cc race was even better, though Lucky Strike Suzuki's John Kocinski may not have seen it that way. In his first ride back in the 250cc class after a two-year absence, Kocinski led much of the last third of the race, only to be ripped at the line by Telkor Valesi Racing's

Tetsuya Harada in his first race outside of Japan. The margin of victory was .030 seconds.

It was obvious that the Suzuki was down on power, but it was just as clear that no one attacked the infield like Kocinski. Since he was constantly being draft-passed, he knew his only chance was to lead out of the last corner and hope for the best. But the 22-year-old Harada pulled out of his slipstream on the run up to the line and Kocinski had to settle for second.

"I'd have a one-second lead every time coming onto the straight and by the time I got back to turn one it was back to zero," said Kocinski, who turned 25 the week before the race. "I rode as hard as I could and had to stay in front and force the pace. I knew if I came out of the last corner second, I'd finish second."

Max Biaggi, yet another rider making his debut for a new team, finished third after leading for three laps early in the race on the Rothmans Kanemoto Honda. The 21-year-old Italian encountered gearbox and rear tire problems and was forced to drop back. His was the best placing Honda, the first of six works NSRs that finished third to eighth.

Fourth went to Rothmans Honda's Tadayuki Okada, with Kanemoto Racing's Nabuatsu Aoki finishing fifth.

Harada completed the 28-lap, 68.38-mile race in a record time of 43 minutes, 57.049 seconds at an average speed of 93.348 mph.

He now leads the championship with 25 points, five ahead of Kocinski and nine ahead of Biaggi.

The only non-competitive race was the 125cc class, Team Europa Raudies Dirk Raudies leading every lap of the race, building up an insurmountable lead before ending nearly 13 seconds in front of second-placed Kazuto Sakata.

The Honda-mounted Raudies pulled away at about a second a lap before backing off at the end, the victory well in hand. The 28-year-old German completed the 26-lap, 63.49-mile race in 42 minutes, 58.125 seconds at an average speed of 88.661 mph, a new race record.

Officially, F.C.C. Technical Sports Sakata was 12.995 seconds back, but the Honda-mounted rider was never really very close. He spent most of the race dicing with Marlboro Aprilia's Ralf Waldmann until Waldmann's engine failed while running in third with six



laps to go. Team Semprucci's Herri Torrontegui inherited third, the Aprilia-mounted Spaniard the only non-Honda in the top nine.

The championship chart shows Raudies with 25, Sakata with 20, and Torrontegui with 16.

#### 500 Grand Prix

Threatening skies had plagued practice and a dark funnel cloud loomed in the distance as the 500s were brought to the line. The race would be to the end or to the rain, whichever came first. It would eventually rain, and, though it didn't stop the race, it helped decide it.

Doug Chandler read the starter perfectly and got a blistering start. The same could not be said for Schwantz. Schwantz admitted making "a mess of the start," finishing the first lap in ninth place after allowing the engine to bog.

But by the end of the first lap Beattie had worked his way ahead of Chandler, with Marlboro Honda Pons' Alex Criville an early third in front of Doohan, Alex Barros on the second Lucky Strike Suzuki, and Rainey who was beginning a gradual charge to the front.

By the fourth lap Rainey was up to third, slipping under Criville going into the downhill right-hand hairpin turn nine. Schwantz came with him a lap later and by the sixth lap it was a four-rider fight for the lead.

Beattie held the point, Schwantz moving up to second on the seventh lap, dropping Chandler to third.

"I knew if I could come off the line I could run with them," Chandler said. "When Daryl went past it sort of messed me up and I had to settle in. When Kevin came by I settled down some."

Rainey held onto fourth as the pack moved off, leaving another group to contest fifth. Criville led that group, Doohan was sixth, with Barros seventh, and Rothmans Honda's Shinichi Itoh moving up to eighth.

Ten laps into the 30-lap race Schwantz took the lead using an inside move in the early turns. Within two laps it would begin to drizzle and those behind him grew cautious as the temperature dropped.

"We saw Kevin slow and we caught him up because we were using him as a gauge," Rainey said. "If it was too wet he'd have the first slide."

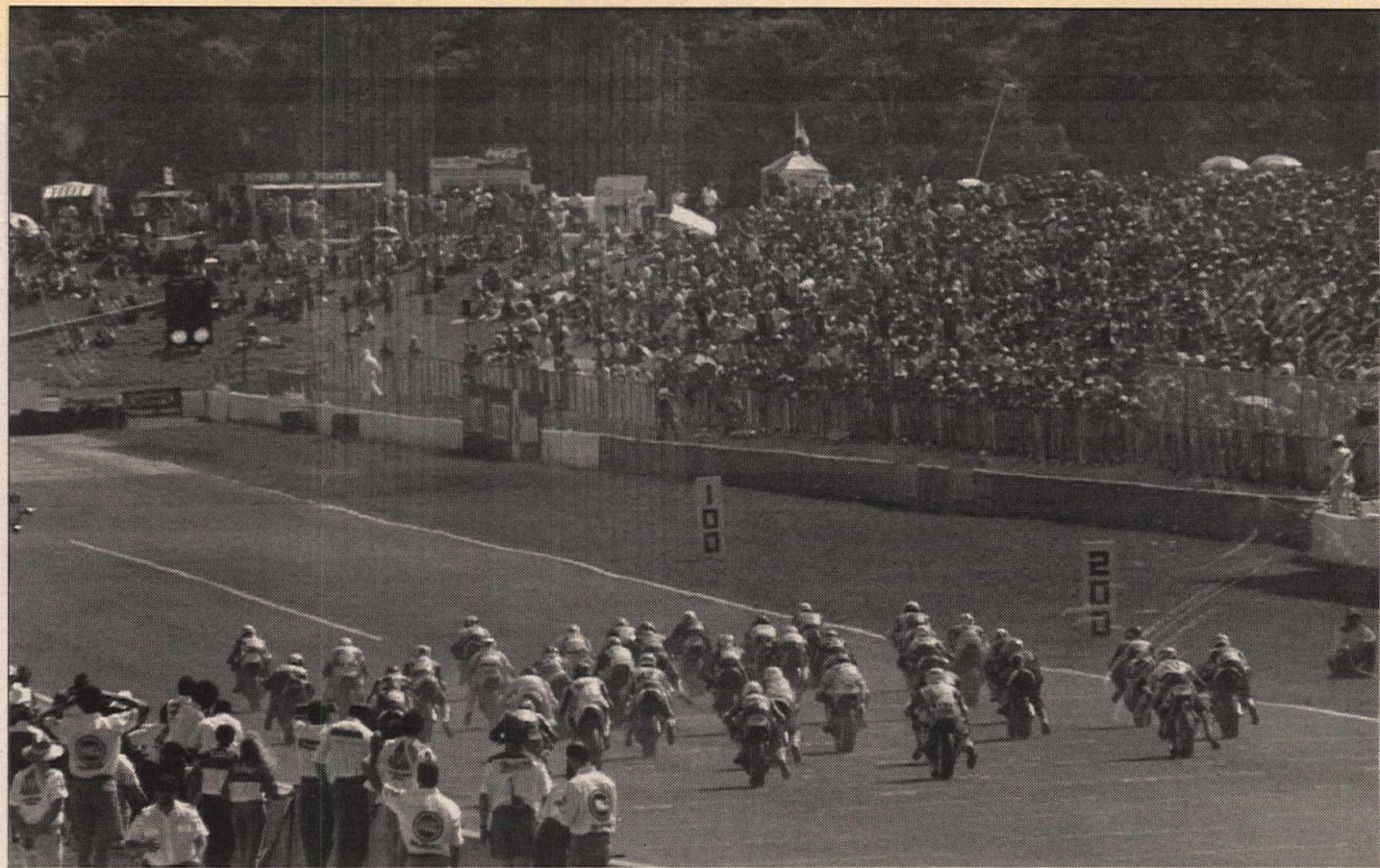
The pack tightened up as the race approached the midway point and the rain grew slightly in intensity. Schwantz still led, but the gap had narrowed as he slowed on the slightly slippery track.

"Next thing I knew Wayne and Doug were back all over me, and I had to start pushing again," Schwantz said. "It was only the rain that slowed me. There was nobody in front to give me any warning of the wet patches." But as the rain fell, so did the track temperature allowing Schwantz to conserve the softer compound tires he'd chosen for the race. The lap times increased slightly - Schwantz's best lap would be the fifth - though only slightly.

Chandler re-took second on the 16th lap when Beattie ran wide in turn two. Later Beattie would say that the rain began to unnerve him and he chose the prudent route.

"Basically, I felt good and feel certain I could have hung on with the leaders, but when it started to rain and I saw drops of water on the screen, I started to feel a little nervous," Beattie said. "I wasn't prepared to push as hard as the other three in the wet."

Rainey moved past the young Aussie on the 17th lap and, two laps later, was up to second after getting the best of a spirited dice with Chandler. In one left-hand corner Chandler's front tire made



The 34-rider strong Australian 250cc Grand Prix gets underway at Eastern Creek in front of 36,809 spectators.

contact with Rainey's left knee, but the competition was good-natured and there were no hard feelings afterwards.

"He owes me a set of leathers," Rainey joked later.

"We got a little close out there, but it didn't screw either of us up," Chandler said. Chandler went on to explain that Rainey was able to get through turns three and four, 90-degree rights, and the 90-degree left-hand turn five, better than anyone, and that was where he made up the most time. "It seems like in those corners we were kicking each other in the butt."

"In three he could hold a bit tighter line and carry more speed into the corner. On the actual drive out of the corner, I had an advantage on him," Chandler said.

Rainey agreed that he was better in turns four and five. "I could ride around the outside of them. In the other corners it was really hard to get it right every time. A couple of times I was sideways," Rainey said. He explained that he used the chassis settings that he stumbled upon in Friday's practice, though they weren't perfect.

"It's in a direction where we know which way we have to go," Rainey said. But among the deficiencies was his drive onto the front straight. "Coming onto the front straight the Suzuki worked better."

With 10 laps to go, and the rain still falling, Rainey made a run at Schwantz, the Texan getting both wheels onto the dirt cresting the hill between turns three and four before saving it. Rainey had briefly taken the lead before Schwantz ran off the track, but, soon after, Schwantz began to pull away as the rain began to slow.

With five laps to go Schwantz had close to two seconds, Rainey still being hounded by Chandler with Beattie riding to a safe fourth.

"I backed off and settled into fourth place because I thought it was better to end up with certain points rather than risk going down and leaving without any," Beattie said.

Any chance Rainey and Chandler had went up in smoke in the final few laps as the leaders ran into two packs of backmarkers. Schwantz was through the cleanest and on his way to the top of the podium.

"Some guys we pass three and four times," Rainey said after getting held up by a group of five riders contesting 11th. "I think that after we pass them twice,

they should be out because they're not in the same race we're in."

"I came up on a group of three at the end of the straightaway," Schwantz said of a group that earlier got in Rainey's way giving him a break. "I'm going to go give them a pat on the back."

"Eastern Creek has always been difficult for us. We always struggled here. This gives us confidence for the next track," Schwantz said. "And especially heading to Europe."

"I told the guys that I had a chance for the top three and if it wasn't for my guys I wouldn't be up here," Rainey said. "We tried a different setting this morning, but we went back to what we had on Friday."

"I'm happy to race with these guys," Chandler said. "The bike's real competitive. It's early yet and these guys got a lot of work left to do. They can respond to anything I ask for because our turnaround is a little better than the Japanese factories. It was working good today and I think a few more little improvements and we'll be right in there with the others."

Four riders contested fifth, Barros and Criville generally at the front, Itoh just behind with Australian wild card Peter Goddard catching the back of the pack on his Lucky Strike Suzuki.

"At the start, I was trying much too hard and losing concentration and I had to tell myself to go easy and aim for a finish," Barros said. "After that I found I could stay with two Honda riders, Criville and Itoh, quite easily. They had a bit more top speed, but I had an advantage under brakes, in corner entry, and also bottom-end acceleration, so I was able to fight with them."

The fight was decided two laps from the end, Barros using a lapped rider to pull away from Criville, who was struggling with a virus and, also, a bad tire choice.

"We chose a wrong rear tire, and then I lost out to Barros when we came across a backmarker. Considering all that, I'm happy with the result," the 23-year-old Marlboro Honda Pons-backed Spaniard said.

On the next to the last lap, Criville slowed dramatically at the top of the straight and, besides losing ground, his maneuver forced Goddard to take evasive action, the Lucky Strike rider swerving off the track and into a gravel trap. A certain eighth became a DNF.

Shinichi Itoh inherited the spot, the

Japanese rider never coming to grips with his suspension all weekend.

Rainey's teammate Luca Cadalora finished eighth, Cagiva's Mat Mladin was ninth, and Niall Mackenzie was 10th in his debut on the Valvoline Yamaha.

#### 250cc Grand Prix

Like his Lucky Strike teammate, Kocinski muffed the start and had to work to get to the front. The difference was that he may have used his rear tire up in the process.

The jump went to Marlboro Team Pileri's Loris Capirossi, the pole-sitter out in front with Carlos Cardus an early second before ceding to Max Biaggi on the second lap. Cardus was just as briefly third with HB Racing Team Italy's Doriano Romboni fourth, Team Kanemoto Honda's Aoki fifth, and Kocinski sixth.

The race began in earnest on the eighth lap, Biaggi taking the lead from Capirossi, Tetsuya Harada moving up to fourth just in front of Kocinski. The top four made a break from the pack, Aoki and Cardus just behind, with Romboni up to join them.

Kocinski stuck to the back of the pack, his Suzuki wheezing on the front straightaway trying to keep up with the Yamaha of Harada and the Hondas of Biaggi and Capirossi. If he was going to win the race, he'd have to do it in the corners and Harada would soon see evidence of his effort.

Capirossi was back in front for laps 11 and 12, Harada moving up to take the lead for a few laps, Capirossi taking it back, the top four swapping spots around the track, as Kocinski gradually made his way to the front, a spot he would take on the 17th of 28 laps.

"Because of the speed the others had down the straight, it was a little difficult to get up front. I could barely stay in their slipstream, and I really had to work through the corners," Kocinski said. His efforts were obvious, leaning well off the bike to keep it upright so that he could accelerate harder out of the corners on the fat part of the tire.

Biaggi was also quick through the corners and found that he was having a hard time getting around Capirossi because of the speed difference.

"When Capirossi was in front of me near the start of the race, I kept wishing he would get a little further ahead because he was slower than me going



# ROAD RACE

## World Championship Road Race Series: Round 1



John Kocinski (19) fought for the entire race distance with eventual winner Tetsuya Harada.

into the corners and I kept running into him. Our fairings touched at least twice," Biaggi said. At one point Biaggi hit Capirossi from behind, nearly taking him down in turn two before the Italian teenager saved it.

Kocinski was dictating the pace at the front and turned his fastest lap of the

race on the 19th. Two laps later Harada would clock his best lap in pursuit of Kocinski.

"There are a lot of good followers out there, but not too many good leaders," Kocinski said.

The pack began to spread out a bit as Kocinski took the lead, from Capirossi

on the 17th lap. On the next lap Capirossi crashed trying to keep up with Kocinski.

"I was chasing Kocinski and having some front tire problems," the 19-year-old Italian said. "Then the front just slid away and I was down."

Biaggi, behind Capirossi at the time, lost ground taking evasive action and was quickly out of touch with Kocinski and would soon be passed by Harada.

"I had a problem with the back tire and the gearbox was a job to shift between second and third," Biaggi explained. "In the end I had to settle for third place because when Capirossi crashed he came back on the track in front of me and I lost a lot of time making sure I avoided him. By the time I got sorted out, the two leaders were a long way ahead and I realized there was little chance of catching them."

As the order behind Kocinski continued to shuffle, he and Harada got into a swapping match that would last till the end of the race. Kocinski led laps 17 through 20, Harada the next two, John two more, then Harada again. Kocinski was back in front for laps 26 and 27, but made a mistake in the first turn, allowing Harada to close. In the final turns Kocinski couldn't get a good enough drive onto the one kilometer long front straight to pull enough ground for the run to the flag.

The win was Yamaha's first in a 250cc race since Kocinski won here in 1990 and it was the first by a Japanese rider in the 250cc class since the Japanese GP in 1987.

"Kocinski's corner speed was higher than mine so I knew I had to get through the last corner on the last lap faster than

usual so I could get a good slipstream, and it worked," Harada said.

"I could pull a second on the infield and lose it on the straight," Kocinski said, explaining his dilemma. "We need more engine, basically. Once I got a second on them and I thought it would be okay. But when you're pushing your own wind and you've got two or three guys behind you, it's hard. With the pace I was setting I thought maybe he (Harada) would make a mistake. I thought I might have used up my tires catching up to those guys because they were getting loose at the end."

"I think it's (the '93 season) going to be tough," Kocinski said. "But we're going to make a few adjustments and see. I rode as hard as I could and I knew I had to stay in front and force the pace."

Biaggi, like Kocinski, felt he abused his tires early and paid dearly at the end.

"At the end, the front tire was still good but the rear one was worn out," Biaggi said.

Fourth place was decided on the very last lap, Rothmans Honda's Okada making his way to the front after gating poorly. The 26-year-old Japanese rider had moved up to seventh with nine laps to go to get in the middle of the fight for fourth among Aoki, Romboni, and Cardus. He picked off Romboni with three laps to go to move into sixth, then jumped past Cardus and Aoki on the final lap.

"At the start I made a mistake when I let the clutch out and almost stalled the engine. I lost quite a lot of time and it was quite hard work making my way through the field, but I had no real troubles," Okada said.

Aoki, fourth the last third of the race,

## Schwantz starts attack with pole

From the day that the World Championships ended last year in South Africa, Lucky Strike Suzuki's Kevin Schwantz has been chomping at the bit for the new season to start. "It feels like we spent the whole season at Eastern Creek," the 28-year-old Texan said the first day of the first Grand Prix weekend. "I spent more time testing than in all the previous winters put together. I ran seven or eight thousand kilometers (4350 to 4970 miles during seven tests on three continents). During the IRTA test, the weekend prior to the Australian Grand Prix, it was obvious the work had paid off, Schwantz was consistently the fastest. And when it meant something, during official qualifying, Schwantz was right there, earning the pole position for the season's first race at Eastern Creek with a lap of 1 minute, 31.188 seconds/96.411 mph, well below Michael Doohan's lap record of 1:30.76 around the 2.442-mile course outside of Sydney. His best lap during Friday's qualifying session was good enough for pole position also - no one bettered it - but he went faster still while testing the setup and tires he'd use in the race.

"We'd spent the session looking for a good race setup and trying to choose one out of the three possible Michelin tires that we think will go the race distance best," Schwantz said. "I didn't need to go for a fast lap, but I noticed that some of the others had speeded up and I didn't want them to think they had got up momentum for the race that we hadn't been able to manage."

What has made his job easier this year, and improved his approach to racing in general, is a machine that he feels is the first complete race bike he's ever had from Suzuki.

"The bike's better all the way around the track," Schwantz said in comparing this year's and last year's mounts. "It holds a line really well through the corners. The front and back work together instead of against each other and it goes down the straight better. Before I'd go into a corner and there'd be no grip front or rear and I had to shut my eyes and throw it in there."

"You have to give credit to the team. Suzuki's a lot more committed to racing than they were in the past. This year the bike's a complete package. Last year it was a bike that they threw things on. It's all put together nice and neat and it looks like a 500 GP bike," Schwantz said. The only slight trouble Schwantz had was that he was bothered by a nagging sore throat and cold, though he didn't expect it to hamper his race performance.

"I'd like to think we can run low 31s for the race. I can do low 31.5 for the first half of the race," Schwantz said, adding that he would be using the new Michelin 16 1/2 inch front tire for the race.

Sitting on the front row next to Schwantz was defending three-time World Champion Wayne Rainey and the Marlboro Team Roberts Yamaha. Rainey had been out of sorts since he began testing the new Yamaha and things only improved at Eastern Creek during the first qualifying session when he happened on a compromise that knocked a second off of his time. Still, he wasn't happy and wasn't willing to discuss the change that had dramatically improved his time.

"It's a real fine balance, what we did. When you go fast you still have the same problem. We moved part of the problem up," Rainey said after clocking a time that

was .216 seconds slower than Schwantz's. Rainey admitted that with a completely new bike and new tires (the team switched to Dunlops for this year) there was more than the usual difficulty finding a sympathetic setup.

Comparing his '92 and '93 mounts, Rainey said: "Basically, the axles are the same and the wheels. That's about it." A new chassis is being built, though it likely won't arrive until the Japanese GP at Suzuka, at the earliest.

That it should come to this is something of a surprise since Yamaha engineers visited Rainey in Los Angeles late last year with drawings of the new bike. "They made a concept of what they'd learned in all the years that a GP bike should be," Rainey said. "The finished product is different than that. As far as balance, it's a lot different than it was on paper. We didn't know it until we started riding it. Basically, when you flick it off in the corner it skates and we're trying to get it to steer on itself in the middle of the corner. You have to ride the bike the way it wants to be ridden."

And since the bike hasn't been right, Rainey believes that he hasn't given the new Dunlops a proper test, though he and teammate Luca Cadalora agreed on their race tire choices.

What he didn't agree with was Schwantz's assessment of the race pace. "I think that's a good clip," Rainey said. "I think it's going to be 31.7s or 31.8s."

Rothmans Honda's newest recruit Daryl Beattie was third fastest, a scant .067 behind Rainey in his home GP. With fellow Queenslander Mick Doohan still on the mend from various ailments, the mantle of the Rothmans Honda effort had fallen to the 22-year-old Beattie, though he seemed unfazed by the attention.

"I'm happy to be in third, but if Mick was better I'd be in fourth," said Beattie, who won last year's All-Japan 500cc championship. "Personally, I'm not happy with my own times. I'd like to be where Kevin is now." And though Beattie was happy to be starting his first full year of GP racing, he was aware of the pressure. "It's something I've been aiming for for a long time. That's why I stayed with Honda. I've got the job, now if I don't get the results I won't keep it," Beattie said. "I'd like to win tomorrow; that's what we're all here for. I'd be happy to go to Malaysia with a top three visit."

"I think the biggest thing for me is the start. If I push from the start I should be able to race with them. I think we have the power to stick with them; it's more up to the rider," Beattie said, after a mostly uneventful qualifying session. "We've pretty much finalized our setup. I put a lot of laps together with consistent times in the last session and that's important. I got a good tire this afternoon and that helped the time."

The top four riders all finished on the same second, Cagiva's Doug Chandler filling out the front row after leading much of the second timed qualifying session and pleasantly surprised at being there.

"It's going really well, better than I expected," the 27-year-old Californian said. "You never know how it's going to be until you get with the other bikes. But we're proving pretty competitive and I'm happy with the time for the race."

The Cagiva marks the fourth different machine Chandler has campaigned the past four years and, except for the jump from Superbikes to 500s, the change hasn't been dramatic.

"All the 500s feel relatively the same, though there are some differences. Our chassis is fairly close to the Suzuki's. Cagiva had to stretch it out a bit to make it fit me like the Suzuki and I'm real comfortable on the bike. When I first rode the Cagiva it was definitely down on power, mostly on the bottom end on acceleration. Chassis-wise I was really surprised because I didn't think it handled as good as it does. It had a



had to settle for fifth when the second of his countrymen came past, an eventuality that didn't thrill him.

"It was a very good race to learn the World Championships and I enjoyed battling with them, but I wasn't satisfied with my result because I was beaten by two of my rivals from Japan," the 22-year-old Aoki said.

Cardus ended up sixth with Romboni slowed to seventh with suspension troubles that affected traction and tire wear.

"After a good start I managed to stay with Harada for a couple of laps, but the suspension problems of yesterday's practice were not solved at all. So my tires started to go off at an early stage of the race, I was sliding around badly and couldn't go any faster without risking a crash. In the end, I just wanted to reach the checkered flag," Romboni said. **CN**

## Results

**250cc QUALIFYING:** 1. Loris Capirossi (1:32.696); 2. Max Biaggi (1:32.898); 3. Tetsuya Harada (1:32.979); 4. John Kocinski (1:33.201); 5. Nobuatsu Aoki (1:33.277); 6. Dorian Romboni (1:33.302); 7. Carlos Cardus (1:33.403); 8. Wilco Zeelenberg (1:33.598); 9. T. Okada (1:33.782); 10. Helmut Bradl (1:33.807); 11. Jean-Philippe Ruggia (1:33.958); 12. Jochen Schmid (1:34.224); 13. Loris Reggiani (1:34.373); 14. Pier-Francesco Chili (1:34.462); 15. Adrien Bosshard (1:34.773); 16. Luis D'Antin (1:35.057); 17. Nobuyuki Wakai (1:35.084); 18. Paolo Casoli (1:35.108); 19. Alessandro Gramigni (1:35.168); 20. Alberto Puig (1:35.301); 21. Jean Jeandat (1:35.379); 22. Andy Preining (1:35.528); 23. Eric Suter (1:35.561); 24. J.V.D. Goorberg (1:35.617); 25. Bernard Haenggeli (1:35.635); 26. P.V.D. Goorberg (1:35.642); 27. Juan Borja (1:35.826); 28. F. Protat (1:35.888); 29. Jean-Michel Bayle (1:35.883); 30. Bernd Kassner (1:36.392); 31. Steve Whitehouse (1:36.898); 32. Luis Maurel (1:36.944); 33. Gabriele Debbia (1:37.663); 34. Rene Bongers (1:37.748); 35. Volker Baehr (1:38.124); 36. Massimo Pennacchioli (1:38.315).

**500cc QUALIFYING:** 1. Kevin Schwantz (1:31.186); 2. Wayne Rainey (1:31.404); 3. Daryl Beattie (1:31.471); 4. Doug Chandler (1:31.988); 5. Alex Criville (1:32.433); 6. Shinichi Itoh (1:32.496); 7. Alex Barros (1:32.619); 8. Michael Doohan (1:32.640); 9. Peter Goddard (1:32.651); 10. Luca Cadalora (1:32.708); 11. Freddie Spencer (1:32.963); 12. Matt Mladin (1:33.034); 13. Niall Mackenzie (1:33.872); 14. John Reynolds (1:34.238); 15. T.

Udagawa (1:34.576); 16. Michael Rudroff (1:34.666); 17. Jose Kuhn (1:34.803); 18. Bernard Garcia (1:34.811); 19. Juan Lopez Mella (1:34.814); 20. Kevin Mitchell (1:35.008); 21. Toshiyuki Arakaki (1:35.032); 22. Steven David (1:35.103); 23. John McWilliams (1:35.219); 24. Laurent Naveau (1:35.243); 25. Renzo Colleoni (1:35.622); 26. S. Emmett (1:36.034); 27. L. Pedercini (1:37.081); 28. Brian Bonhuil (1:37.549); 29. Thierry Crine (1:37.710); 30. Andreas Meklau (1:37.785); 31. Jean-Luc Romanens (1:37.856); 32. Cees Doorakkers (1:37.978); 33. Alan Scott (1:38.296); 34. Marco Papa (1:38.592).

**125cc GP:** 1. Dirk Raudies (Hon); 2. Kenya Sakata (Hon); 3. Herri Torrontegui (Apr); 4. M. Ono (Hon); 5. Fausto Gresini (Hon); 6. Kinya Wada (Hon); 7. Akira Saito (Hon); 8. Noburo Ueda (Hon); 9. T. Tsujimura (Hon); 10. Gary McCoy (Apr); 11. Stefan Prein (Hon); 12. Michel Stief (Hon); 13. Luigi Ancona (Hon); 14. H. Aoki (Hon); 15. Julian Miralles (Hon); 16. Ari Molenaar (Hon); 17. M. Geissler (Apr); 18. Manuel Hernandez (Apr); 19. Hans Spaan (Rum); 20. Oliver Koch (Hon); 21. Carlos Giro (Apr); 22. Neil Hodgson (Hon); 23. Ezio Gianola (Hon); 24. Ralf Waldmann (Apr); 25. K. Fisher (Hon); 26. Luis Bodellier (Hon); 27. Oliver Petrucciani (Apr); 28. Stefano Caracchi (Rum); 29. G. Palmieri (Apr); 30. M. Baumann (Hon); 31. Jorge Martinez (Hon); 32. Trevor Manley (Hon); 33. Stefan Kurfiss (Apr).

Time: 42 min., 58.125 sec.

Distance: 26 laps, 63.351 miles.

Average Speed: 88.661 mph.

Margin of Victory: 13 sec.

Fastest Lap: Dirk Raudies, 1:37.819/89.673 mph.

**250cc GP:** 1. Tetsuya Harada (Yam); 2. John Kocinski (Suz); 3. Massimiliano Biaggi (Hon); 4. Tadayuki Okada (Hon); 5. Nobuatsu Aoki (Hon); 6. Carlos Cardus (Hon); 7. Dorian Romboni (Hon); 8. Helmut Bradl (Hon); 9. Jean-Philippe Ruggia (Apr); 10. Pier-Francesco Chili (Yam); 11. Wilco Zeelenberg (Apr); 12. Jochen Schmid (Yam); 13. Alberto Puig (Hon); 14. Loris Reggiani (Apr); 15. Adrien Bosshard (Hon); 16. Paolo Casoli (Gil); 17. P.V.D. Goorberg (Apr); 18. Jean Jeandat (Apr); 19. Jean-Michel Bayle (Apr); 20. Bernd Kassner (Apr); 21. Nobuyuki Wakai (Suz); 22. Rene Bongers (Hon); 23. Gabriele Debbia (Hon); 24. Massimo Pennacchioli (Hon); 25. F. Protat (Apr); 26. Andy Preining (Apr); 27. Luis Maurel (Apr); 28. Loris Capirossi (Hon); 29. Bernd Haenggeli (Apr); 30. Juan Borja (Hon); 31. P.V.D. Goorberg (Apr); 32. Alessandro Gramigni (Gil); 33. Luis D'Antin (Hon); 34. Eric Suter (Apr).

Time: 43 min., 57.049 sec.

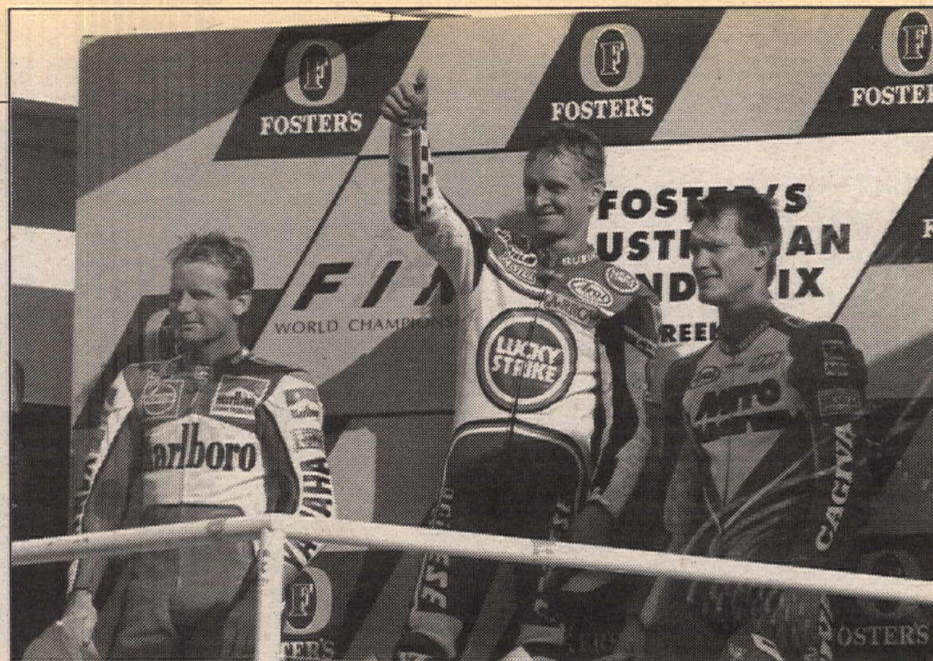
Distance: 28 laps, 68.224 miles.

Average Speed: 93.137 mph.

Margin of Victory: 0.30 sec.

Fastest Lap: Tetsuya Harada, 1:32.894/94.427 mph.

**500cc GP:** 1. Kevin Schwantz (Suz); 2. Wayne Rainey (Yam); 3. Doug Chandler (Cag); 4. Daryl Beattie (Hon); 5. Alex Barros (Suz); 6. Alex Criville (Hon); 7. Shinichi Itoh (Hon); 8. Luca Cadalora (Yam); 9. Matt Mladin (Cag); 10. Niall Mackenzie (Yam); 11. Laurent Naveau (Yam); 12. Bernard Garcia (Yam); 13. Jose Kuhn (Yam); 14. T. Udagawa (Yam); 15. Steven David (Yam); 16. S. Emmett (Yam); 17. Renzo Colleoni (Yam); 18. L. Pedercini (Yam); 19. Andreas Meklau (Yam); 20. Jean-Luc Romanens



(Left to right) Wayne Rainey, Kevin Schwantz and Doug Chandler celebrate on the winner's podium. The win was Schwantz's 20th career victory in the 500cc class.

(Yam); 21. Cees Doorakkers (Yam); 22. Alan Scott (Yam); 23. Toshiyuki Arakaki (Yam); 24. Peter Goddard (Suz); 25. Juan Lopez Mella (Yam); 26. Michael Rudroff (Yam); 27. Freddie Spencer (Yam); 28. Kevin Mitchell (Yam); 29. Michael Doohan (Hon); 30. John Reynolds (Yam); 31. Thierry Crine (Yam); 32. John McWilliams (Yam); 33. Marco Papa (Lib); 34. Brian Bonhuil (Yam).

Time: 46 min., 21.885 sec.

Distance: 30 laps, 73.098 miles.

Average Speed: 94.595 mph.

Margin of Victory: 3.118 sec.

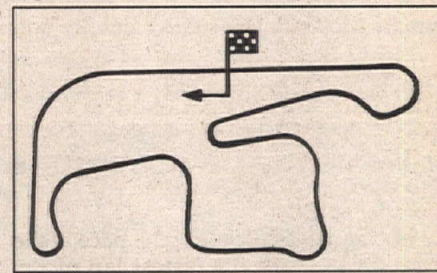
Fastest Lap: Wayne Rainey, 1:31.807/95.545 mph.

**125cc WORLD C'SHIP POINT STANDINGS (After 1 of 14 rounds):** 1. Dirk Raudies (25); 2. Kenya Sakata (20); 3. Herri Torrontegui (16); 4. M. Ono (13); 5. Fausto Gresini (11); 6. Kinya Wada (10); 7. Akira Saito (9); 8. Noburo Ueda (8); 9. T. Tsujimura (7); 10. Gary McCoy (6); 11. Stefan Prein (5); 12. Michel Stief (4); 13. Luigi Ancona (3); 14. H. Aoki (2); 15. Julian Miralles (1).

**250cc WORLD C'SHIP POINT STANDINGS (After 1 of 14 rounds):** 1. Tetsuya Harada (25); 2. John Kocinski (20); 3. Massimiliano Biaggi (16); 4. Tadayuki Okada (13); 5. Nobuatsu Aoki (11); 6. Carlos Cardus (10); 7. Dorian Romboni (9); 8. Helmut Bradl (8); 9. Jean-Philippe Ruggia (7); 10. Pier-Francesco Chili (6); 11. Wilco Zeelenberg (5); 12. Jochen Schmid (4); 13.

Alberto Puig (3); 14. Loris Reggiani (2); 15. Adrien Bosshard (1).

**500cc WORLD C'SHIP POINT STANDINGS (After 1 of 14 rounds):** 1. Kevin Schwantz (25); 2. Wayne Rainey (20); 3. Doug Chandler (16); 4. Daryl Beattie (13); 5. Alex Barros (11); 6. Alex Criville (10); 7. Shinichi Itoh (9); 8. Luca Cadalora (8); 9. Matt Mladin (7); 10. Niall Mackenzie (6); 11. Laurent Naveau (5); 12. Bernard Garcia (4); 13. Jose Kuhn (3); 14. T. Udagawa (2); 15. Steven David (1).



heavy feeling when it was down on power, but it made it easy to turn," Chandler said of the new Cagiva V593.

With a front row start, Chandler's optimism for the season increased. "I feel I have a strong chance for this season," he added.

Spaniard Alex Criville, the man with the fastest bike in the 500 class, put his Marlboro Honda Pons NSR500 on the pole of the second row and was the first of eight riders on the same second in an increasingly close class. He suffered a setback in Friday's morning session, crashing in the hairpin, but quickly recovering.

"The crash was my fault, we'd been trying some new tires and I just got into the hairpin a little too fast," the 23-year-old Barcelona native said. Front speed trap speeds revealed that Criville's Honda NSR500 was the fastest of the fast, clocking a trap time of 182.76 mph on the 1000-meter Eastern Creek front straight.

But he couldn't improve his times on Saturday, putting the difference to considerably higher track temperatures.

"I think the difference is simply the heat. It was a lot cooler yesterday afternoon" and Criville knew that if the weather stayed hot, it would affect his tire choice for the race. "The only thing we haven't sorted out is which rear tire to use. It will be difficult to find a tire which will work right for the full race distance." Criville's only other problem was a lingering virus which he was medicating with antibiotics.

Next to Criville was fellow Honda rider Shinichi Itoh, the 26-year-old Rothmans Honda rider still coming to grips with a circuit he was seeing for the first time.

Seventh fastest was Alex Barros, the 22-year-old Brazilian making his debut aboard the Lucky Strike Suzuki and failing to improve his time from Friday to Saturday.

Sitting in an unfamiliar spot, on the end of the second row, was Rothmans Honda's Mick Doohan, the 27-year-old Australian slowed by a broken scaphoid bone in his left wrist and the lingering problems from last year's broken leg and ankle at Assen. If he had any small consolation, it was that no one approached his pole-setting time of 1:30.76 from last year. But it was no consolation that his own time was two seconds slower.

"To be honest, things didn't go all that well. My injured wrist is making things difficult and it is difficult to change direction and is very sore. The leg is a bit painful still and the combination of the two injuries is pretty hard to contend and it is very uncomfortable on the bike," the 27-year-old Queenslander said. Since he has very limited movement in his right foot it makes it nearly impossible to use the rear brake, which he would normally do to adjust the machine's attitude in the corners, as well as using it for stopping.

But the wrist seemed more problematic, forcing Doohan to pit after only three or four laps, waiting for the pain to subside before re-entering the track. This despite using pain-killers and a repositioned clutch lever and softer clutch springs. Doohan was hoping to be able to race without using pain-killers, though it was a decision he would make on race morning. And the combination of injuries had largely kept him from riding since his accident last June. Beattie had taken up the testing load and Doohan pronounced himself pleased with the machine's progress, but knew he needed to put more laps in.

"I've done 10-12 days since June of last year and I'm a bit rusty right now," said Doohan, who was in remarkably good spirits, despite his injuries. "The bike seems a hell of a lot faster and I'm just getting up to a speed that's two seconds slower than I was running last year. I was having fun out there as a backmarker, racing with backmarkers.

"It shouldn't be so bad for tomorrow until we come across some backmarkers and these guys (Schwantz, Rainey, and Beattie) start to lap me," he joked. "Completing the full race distance won't be a problem, but I think all I can hope for is getting some points on this occasion."

The third row was a mix of veterans and rookies, Lucky Strike Suzuki's Peter Goddard the lone Australian "wild card" entry, followed by Marlboro Team Roberts Yamaha's Luca Cadalora, Yamaha Motor France's Freddie Spencer, and Cagiva's 21-year-old Mat Mladin.

Spencer was struggling with the handling of the new Yamaha as well as a left shoulder he broke during a test in Malaysia.

"I'm not going as fast as I want to because I'm kind of playing catch-up since I haven't been here before," Spencer said. "The last session was the first one where I got up to speed. It's a real challenge with the bike, as the Marlboro guys will attest. Some of the things I have to do goes against everything I've learned."

In what will be his last race as a teenager, 19-year-old Loris Capirossi put his Marlboro Team Pileri Honda on the pole position for the 250cc race, but just barely. Rothmans Kanemoto Honda's Max Biaggi was a mere .002-of-a-second behind after spending the second session working more on race setup and tires than qualifying.

After waffling in the off-season, and saying they would produce no factory bikes, but heavily-kitted RSs, Honda changed their minds and provided works machinery to eight teams. Of the top 10 qualifiers, seven were on Honda NSRs.

"I'm really happy because I never expected to get pole at my first GP on a factory bike," Capirossi, who last year campaigned a kitted RS250, said. "It shows how important it is to have a good bike. I'm the same rider as last year, but in '92 I had a standard bike and I was always mid-field."

But with the top 10 riders all on the same second, no one had a clear advantage and Capirossi knew it would be a long race.

"I think we've got everything just about perfect, the only thing we're not sure about is how the tires will last over race distance," Capirossi said.

Biaggi also tested tires, using his second bike over his race bike and not able to match Friday's times.

"The race machine which I ran in qualifying yesterday afternoon was perfect and no adjustments are required," said Biaggi, 21, of Rome, Italy. "The hot conditions here make selecting tires that last for the full race distance very difficult. I tried several different compounds and we will make a final decision this evening."

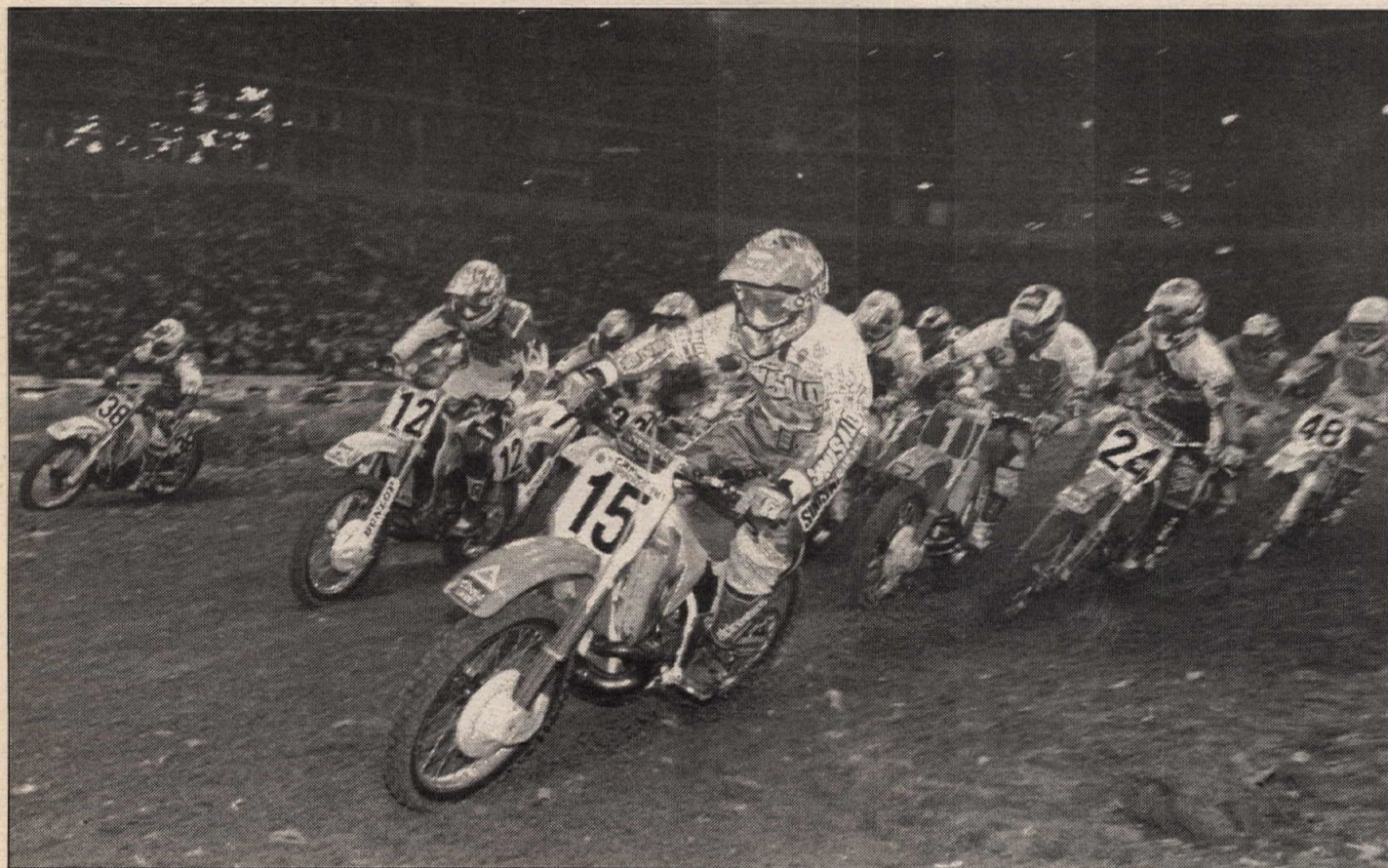
In his first race outside of Japan, Telkor Valesi Racing's Tetsuya Harada was third fastest and quite happy to be there. He is one of three riders getting works Yamaha machinery and was the only one to qualify in the top 10.

On the end of the front row sat Lucky Strike Suzuki's John Kocinski, the 25-year-old spending so much time testing this off-season that he jokingly lists his hometown as "Samsonite." The results seemed to have paid off, though, because despite being well down on top speed, Kocinski was able to record consistent times that were .3-of-a-second off pole position.

"I think right now we're more or less chasing a speed deficit," Kocinski said after qualifying fourth. "We're real close on chassis, and the suspension is real close. Every lap they pass me on the straights and it seems the two Kanemoto bikes are consistently the two fastest bikes on the track. We look at the time sheets and the fast guys are not very consistent. The race is going to tell a lot. I think we're better sorted out for the race than anyone."



# SUPERCROSS AMA Camel Supercross Series: Round 9



Jeremy McGrath (15) snared another holeshot that led to another victory, his fifth of the season. He enjoys a 17-point lead in the series.

Steve Lamson (21) finished a season-best fifth; Mike Kiedrowski (3) earned second.



## McGrath returns to winning ways at Dallas

By Kit Palmer  
Photos by Kinney Jones and David Goodspeed

IRVING, TX, MAR. 27

It might not have been the most exciting supercross feature in memory, but that's just fine for Team Honda's Jeremy McGrath. The Team Honda rookie who has taken this year's Camel

Supercross Series by storm, recorded his fifth Coors Light Challenge feature victory of the season in front of 37,746 spectators at Texas Stadium, and he did it in the same manner as his previous

four wins - by leading from start to finish. The 21-year-old from Murrieta, California, powered his Skip Norfolk-tuned Honda CR250 into the lead at the drop of the gate and never looked back. He was never seriously challenged in the 20-lap feature.

"I don't mean to make 'em boring, but I'll tell ya, that's the way I like it," McGrath said. By scoring the win, McGrath stretched his series points lead to 17 over Kawasaki's Mike Kiedrowski, who finished second in the feature after passing teammate Michael Craig on the last lap. McGrath now has a total of 199 points to Kiedrowski's 182. Team Yamaha's Damon Bradshaw, seventh on the night, dropped to third in the standings with 175 points.

Defending champ Jeff Stanton finished a distant fourth, while his Honda teammate Steve Lamson was a season high fifth.

The Dallas Supercross win was another confidence booster for McGrath, who after winning four straight rounds came up short in the two rounds preceding Dallas. "I think it's all confidence," McGrath said of his recent success. "Everybody said that Daytona (the previous Supercross round) would be tough and I wouldn't do good there, but I got second, so I know now that I can do good anywhere. Plus, after having a two-week break, I know I haven't lost anything. I'm really stoked right now."

Not only did McGrath earn points, but he also took home \$5000 of the \$35,000 250cc class purse, while Kiedrowski earned \$3500.

In the combined Eastern/Western Regional 125cc Supercross feature, Team Honda's Doug Henry recorded his third win of the series, but unlike McGrath in the 250cc class, Henry had to work for it. Henry gated sixth in the 15-lap feature and labored to the front of the pack by the seventh lap, and despite strong challenges by Team Splitfire/Hot Wheels/Pro-Circuit/Kawasaki's Jimmy Gaddis on the last two laps, Henry hung on to score the win. Gaddis finished second ahead Team Suzuki's Damon Huffman.

Henry now enjoys 16-point advantage over Team Suzuki's Ezra Lusk in the "East Coast" Series, 139-123, while Gaddis moves into the series lead in the "West Coast" division with a seven-

point cushion over Suzuki's Phil Lawrence, who finished eighth in Dallas. Gaddis has 109 points to Lawrence's 102.

Henry earned \$2000 from the \$10,000 125cc class purse.

### 250 Heats

After a two-week break, the lengthiest in the series, many of the top-seeded riders came into the Dallas Supercross for the first race of the second half of the series with new attitudes, including Bradshaw. "I have to treat this race like a new season; I have to hang it out a lot more to win. I haven't been doing that lately."

Three-time Camel Supercross Champion Stanton, who is still seeking his first win of the series, said, "From here on out it's crunch time. I have to get on the podium every time if I'm going to (successfully) defend my title."

Bradshaw lived up to his "new" season predictions by scoring the win in the first of two eight-lap heat races, each of which advance the top four riders directly into the 20-rider feature. After getting off to a sixth-place start, Bradshaw picked off riders one by one until he was in second place by the sixth lap. A lap later, Team Suzuki's Brian Swink, who had led from the start, crashed and handed the lead and eventual win to Bradshaw.

Swink recovered in third place right in the middle of a heated battled between Lamson and Kiedrowski. The three riders dueled to the finish, and after Bradshaw had already taken the checkered flag, Lamson barely held down second place just inches ahead of Swink, then Kiedrowski. Suzuki's Jeff Matiasovich, who has been hampered by a sore back since the opening round, finished fifth, one position out of a transfer.

Kawasaki's Mike Craig gave McGrath a run for his money in the second heat race. Craig led for the first four laps before caving into the series points leader. McGrath went on to win easily, while Craig faded back to third and allowed Stanton into second. Team Noleen's Shaun Kalos finished fourth after making a late-race pass on Team Suzuki's Guy Cooper.

### 250 Semis

Honda of Troy's Erik Kehoe led most of the first of two six-lap semis, from which the top five riders transfer to the main event. Kehoe would eventually give way to Suzuki's Denny Stephenson but still hold on to second place at the finish. Third went to Matiasovich, while KTM's Cliff Palmer finished fifth.

Cooper and Pro-Circuit Suzuki rider Larry Ward pulled away from the rest of the pack in the second semi. Ward kept close tabs on Cooper for the first four laps but made no serious attempts to pass. Back in third, Team Surf Detergent's Jeff Glass was busy trying to hold back Jeromy Buehl and Yamaha's Jeff Emig. Both Buehl and Emig would eventually pass Glass, making the final finishing order Cooper, Ward, Buehl, Emig and Glass.

### 250cc Last Chance Qualifier

Honda rider Rich Taylor, FMF/Yamaha-backed Ray Sommo and Yamaha Japan/Holley Racing's Kohji Ohkawara fought hard over the last two transfer positions in the LCQ. Although the racing was close, there was no passing until the last lap of the six-lap race. Taylor hung on for the win just ahead of Sommo, who survived a tremendous last-lap charge by Ohkawara. He made a desperate attempt to pass Sommo in the last turn only to lose a position to fellow countryman Ryuichiro Taxahama.



## 250cc Main

There was plenty of drama on the starting line moments before the 250cc feature. While taking the parade lap, Guy Cooper's Suzuki suddenly came to a stop and he had to push his bike back to the mechanics area. While the rest of the riders lined up on the gate, Cooper's mechanic, Pete Steinbrecher, frantically pushed the bike to the pits.

"It sucked a reed," said Cooper. "I didn't want to believe it - I mean, on the parade lap!"

In a situation like this, there is no set time in the AMA rule book that a rider is allotted and the time permitted is totally at the discretion of the event's referee. Just when the signal was given to the riders to start their engines, Cooper emerged from the pits and took his place on the line, moments before the gate dropped. Ironically, a similar situation occurred at Daytona when Stanton suffered a broken rear suspension bolt just prior to the start.

McGrath wasted no time taking the lead at the start of the feature. He timed the gate perfectly and had about a full bike length lead on the rest of the pack halfway down the starting chute.

"I don't know why, but the starts have been my specialty lately," McGrath said.

But his holeshot almost led to disaster in the first left-hand turn that led into a tight, 180-degree right-hander and where Craig made a bid for the lead that failed.

"I could've parked him (McGrath)," Craig said. "But I decided not to; Jeremy's a good guy and I didn't want to take him out."

By the end of the first lap, McGrath already established a sizeable lead over Craig, Matiasovich, Stanton, Lamson, Kiedrowski, Cooper and Bradshaw.

On the second lap, Cooper's problems continued when he crashed and dropped to eighth. "Kiedrowski and me hit in midair over the start/finish jump," said Cooper. "It was real scary. We both saved it, but I had too much momentum going into the next left-hand turn and I ran into the back of Lamson."

By lap three, McGrath already enjoyed a three-second lead over Craig, while Matiasovich began dropping back and would eventually finish 10th. Stanton settled into third, ahead of Kiedrowski and Bradshaw. For more than 10 laps, the race among the top 10 was uneventful, as the majority of them were spread out.

During this period, Bradshaw was, perhaps, the center of attention. Many were expecting to see the Yamaha rider mount a come-from-behind charge, but it would never happen. Bradshaw just couldn't close the gap on anyone.

"I was riding, riding, riding, but I wasn't getting anywhere," said Bradshaw. "Then Chicken (Matiasovich) got in my way and I cased it hard over a triple jump, and that kind of shook me up."

When Bradshaw failed to clear the triples, this allowed both Lamson and Larry Ward to pass the shaken Yamaha rider.

About the same time, Kiedrowski began putting pressure on Stanton and eventually passed him in a sweeping turn, nearly putting the champ from Michigan into the hay bales. With five laps to go, Kiedrowski set his sights on his teammate Craig, and on the last lap, Kiedrowski passed him. However, Craig gave Kiedrowski little opposition, knowing good and well that his teammate is in a heated points battle for the title.

Kiedrowski didn't see it that way: "He (Craig) bobbled through the whoops and I got him."



Doug Henry (16) recorded his third win of the season in the 125cc feature, while Jimmy Gaddis (69) finished a close second.

More than 37,700 spectators turned out for round nine of the Camel Supercross Series at Texas Stadium in Irving.



In the late stages of the race, both Craig and Kiedrowski closed the gap considerably on the leader, McGrath.

"I just relaxed and took it easy towards the end," said McGrath. "That's when they got close to me. If I had to, I could've turned it up a notch or two."

Kiedrowski was quite pleased with second. "In the first turn I was about 10th, but I used a couple of good lines and passed a bunch of guys all at once. The last seven laps I just started pouring it on. I'm happy with second, but I've got to win more races to win the championship."

Craig was, perhaps, the happiest rider after having made the rostrum for

the first time in his career. "I'm so excited," said Craig. "I've picked up my confidence and I just kept pushing. There were lappers everywhere, but I kept talking to myself; 'Just ride like practice.'"

Stanton was anything but pleased with fourth. "I just wasn't riding good; I made a lot of mistakes," said the champ. "I also had a lot of problems with lappers, but everyone had the same problem. I've got a nasty bruise on my side from a lapper's handlebars. I've just got to keep trying."

McGrath, Kiedrowski, Craig and Stanton were the only riders to finish on the lead lap, while Lamson, who finished fifth, was the last rider to get

lapped by McGrath. Sixth went to Ward, and seventh to Bradshaw.

"I'm just not getting the starts," said Bradshaw. "I've been having trouble keeping the front wheel on the ground. I just need some luck. I simply have to go back to my old ways and just go for it."

Cliff Palmer finished a season-high eighth, while Ward and Matiasovich rounded out the top 10. Two factory riders who finished near the back of the pack were Yamaha's Emig and Suzuki's Cooper. Emig was slowed by crashes, as was Cooper. Cooper was running sixth with two laps to go when he crashed while trying to pass Lamson.

"I had just passed Lamson when I ended over a whoop," said Cooper.



# SUPERCROSS AMA Camel Supercross Series: Round 9



Michael Craig ran second all but the last lap of the 20-lap feature; he ended up third.

Brian Swink aggravated an old wrist injury when he crashed while leading a heat race.



"He ran over my bike and pulled the throttle housing almost completely off the handlebar. The throttle was sticking wide open. I tried to finish anyway by using the kill switch and clutch, but the clutch fried before I could get it to the finish line."

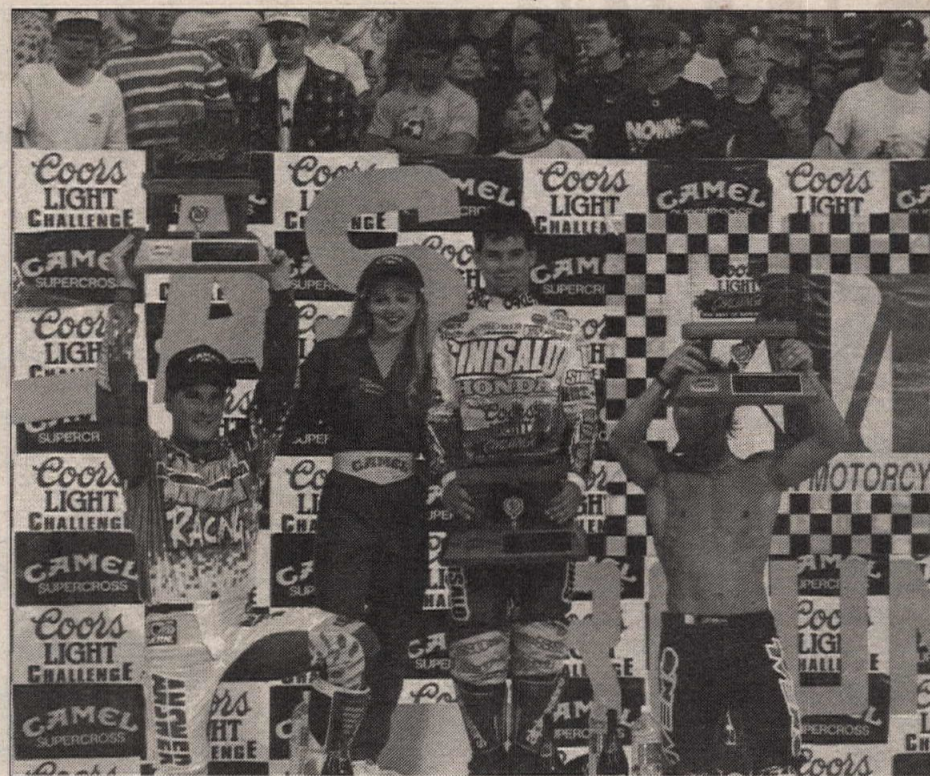
## 125 Main

Heat-race winners Gaddis and Henry, as well as Western Regional Series points leader Phil Lawrence were the favorites to win the 15-lap 125cc feature, and when the gate dropped, it was Gaddis pulling off the holeshot ahead of Kawasaki Team Green's Brian Deegan, Suzuki's Damon Huffman and Ezra

Lusk, and Henry. Back in ninth was Lawrence.

Gaddis quickly established a comfortable lead, while Henry began his drive to the front. By the third lap, Henry had moved into second place and found approximately a three-second gap separating him from the leader, Gaddis. Henry closed to within a few bike lengths of Gaddis, and on the sixth lap, the Honda rider executed a picture-perfect inside pass.

Gaddis, however, didn't give up. The Kawasaki rider never let Henry out of his sights and waited until the second-to-last lap to make his move. Over a long section of whoops and doubles,



Kiedrowski, McGrath and Craig share the spotlight after the 250cc feature.

Gaddis pulled alongside of Henry but just couldn't get enough drive to complete the pass, and a lapped rider that got in his way didn't help matters either. The attempted pass ultimately ended up costing Gaddis a little ground on Henry, who easily went on to score his third win of the year with approximately two seconds to spare over Gaddis.

A distant third went to Huffman, while Lusk and Team Splitfire/Hot Wheels/Pro-Circuit Kawasaki's Mike Chamberlain rounded out the top five. Mexican Pedro Gonzalez finished a career-best sixth, while Kawasaki Team Green's Scott Sheak finished in seventh, just ahead of Lawrence. Deegan, who started the race in second, finished 15th after crashing on the second lap.

"That was probably my best ride of the year," said Henry. "There were a lot of lappers out there and you had to play it safe. I got around them okay because I tried a lot of different lines during practice. I guess it paid off."

"I tried my best," said Gaddis. "I'm kind of mad at myself for making a bunch of mistakes. I had to pick my pace up and not let Doug get away, but he had some better lines than me."

Huffman pretty much summed up the 125cc feature by saying, "Doug simply rode one hell of a race." **CN**

## Results

**250 HEAT 1:** 1. Damon Bradshaw (Yam); 2. Steve Lamson (Hon); 3. Brian Swink (Suz); 4. Mike Kiedrowski (Kaw); 5. Jeff Matiasovich (Suz); 6. Denny Stephenson (Suz); 7. Cliff Palmer (KTM); 8. Erik Kehoe (Hon); 9. Ray Sommo (Yam); 10. Kohji Ohkawara (Yam); 11. Travis Hodges (Kaw); 12. Carl Vaillencourt (Suz); 13. Todd DeHoop (Hon); 14. Anthony Paggio (Hon); 15. M. Morris (Yam); 16. Chris Hunter (Suz); 17. J. Sides (Hon); 18. Dag Boyesen (Yam); 19. Doug Stone (Kaw); 20. Tim Nobles (Kaw).  
Time: 7 min., 57.09 sec.

**250 HEAT 2:** 1. Jeremy McGrath (Hon); 2. Jeff Stanton (Hon); 3. Michael Craig (Kaw); 4. Shaun Kalos (Yam); 5. Guy Cooper (Suz); 6. Jeff Emig (Yam); 7. Larry Ward (Suz); 8. Jeromy Buehl (Yam); 9. Ryuichiro Taxahama (Hon); 10. Anthony Amaradio (Kaw); 11. Rich Taylor (Hon); 12. Jeff Glass (Hon); 13. Terry Tinney (Hon); 14. Marc Peters (Yam); 15. Carl Hansen (Hon); 16. Brandon Lacey (Hon); 17. J. Benyak (Kaw); 18. Todd Downs (Yam); 19. Chris Smith (Kaw); 20. Trey Owens (Yam).  
Time: 7:48.62

**250 SEMI 1:** 1. Stephenson; 2. Kehoe; 3. Matiasovich; 4. Palmer; 5. DeHoop; 6. Sommo; 7. Boyesen; 8. Hodges; 9. Vaillencourt; 10. Ohkawara; 11. Morris; 12. Paggio; 13. Hunter; 14. Sides; 15. Stone; 16. Nobles.  
Time: 6:09.65

**250 SEMI 2:** 1. Cooper; 2. Ward; 3. Buehl; 4. Emig; 5. Glass; 6. Taylor; 7. Taxahama; 8. Owens; 9. Amaradio; 10. Tinney; 11. Peters; 12. Lacey; 13. Hansen; 14. Downs; 15. Benyak; 16. Smith.  
Time: 5:57.30

**250 LCQ:** 1. Taylor; 2. Sommo; 3. Taxahama; 4. Ohkawara; 5. Vaillencourt; 6. Boyesen; 7. Paggio; 8. Hodges; 9. Peters; 10. Tinney; 11. Morris; 12. Stone; 13. Owens; 14. Hansen; 15. Lacey; 16. Sides; 17. Benyak; 18. Downs; 19. Nobles; 20. Amaradio; 21. Smith; 22. Hunter.

Time: 6:23.27

**250 MAIN:** 1. Jeremy McGrath (Hon); 2. Mike Kiedrowski (Kaw); 3. Michael Craig (Kaw); 4. Jeff Stanton (Hon); 5. Steve Lamson (Hon); 6. Larry Ward (Suz); 7. Damon Bradshaw (Yam); 8. Cliff Palmer (KTM); 9. Denny Stephenson (Suz); 10. Jeff Matiasovich (Suz); 11. Shaun Kalos (Yam); 12. Jeromy Buehl (Yam); 13. Brian Swink (Suz); 14. Erik Kehoe (Hon); 15. Jeff Emig (Yam); 16. Ray Sommo (Yam); 17. Guy Cooper (Suz); 18. Rich Taylor (Hon); 19. Jeff Glass (Hon); 20. Todd DeHoop (Hon).  
Time: 19:32.50

**AMA CAMEL SUPERCROSS SERIES POINT STANDINGS:** (After 9 of 16 rounds): 1. Jeremy McGrath (199/5 wins); 2. Mike Kiedrowski (182/1 win); 3. Damon Bradshaw (175/2 wins); 4. Jeff Stanton (170); 5. Michael Craig (124); 6. Steve Lamson (115); 7. Brian Swink (107); 8. Larry Ward (104); 9. Cliff Palmer (91); 10. Jeff Matiasovich (84); 11. Mike LaRocco (78/1 win); 12. Jeff Emig (65); 13. Denny Stephenson (64); 14. Shaun Kalos (58); 15. (TIE) Erik Kehoe/Jeromy Buehl/Guy Cooper (55); 16. Phil Lawrence (35); 17. Larry Brooks (29); 20. Buddy Antunez (27).

**125 HEAT 1:** 1. Jimmy Gaddis (Kaw); 2. Mike Chamberlain (Kaw); 3. Phil Lawrence (Suz); 4. Tim Ferry (Yam); 5. Brian Deegan (Kaw); 6. Damon Huffman (Suz); 7. David Pingree (Suz); 8. Mike Brown (Hon); 9. Jimmy Button (Suz); 10. Tommy Clowers (Kaw); 11. Pedro Gonzalez (Kaw); 12. Trey Owens (Yam); 13. Jeff Curry (Kaw); 14. Mike Metzger (Suz); 15. Craig Decker (Kaw); 16. M. Arnold (Kaw); 17. J. Hiland (Yam); 18. K. Young (Kaw); 19. C. Ritter (Hon); 20. Anthony Paggio (Hon).  
Time: 6:13.06

**125 HEAT 2:** 1. Doug Henry (Hon); 2. Davey Yezek (Kaw); 3. Ezra Lusk (Suz); 4. Grayson Goodman (Hon); 5. Chad Pederson (Yam); 6. Scott Sheak (Kaw); 7. Barry Carsten (Suz); 8. Jeff Pestana (Hon); 9. Jason Edwards (Hon); 10. Ray Crumb (Kaw); 11. Jame Eickel (Hon); 12. Jason Krempin (Hon); 13. Doug Stone (Kaw); 14. Mark Morris (Yam); 15. C. Ridgeway (Suz); 16. Chris Neal (Suz); 17. Tony Graves (Yam); 18. Shawn Morga (Kaw); 19. J. Brownlee (Suz); 20. A. Grider (Suz).  
Time: 6:09.29

**125 LCQ:** 1. Gonzales; 2. Eickel; 3. Curry; 4. Clowers; 5. Decker; 6. Stone; 7. Morris; 8. Metzger; 9. Owens; 10. Krempin; 11. Graves; 12. Hiland; 13. Paggio; 14. Arnold; 15. Morga; 16. Neal; 17. Ridgeway; 18. Young; 19. Brownlee; 20. Ritter; 21. Crumb; 22. Grider.  
Time: 4:11.79

**125 MAIN:** 1. Doug Henry (Hon); 2. Jimmy Gaddis (Kaw); 3. Damon Huffman (Suz); 4. Ezra Lusk (Suz); 5. Mike Chamberlain (Kaw); 6. Pedro Gonzalez (Kaw); 7. Scott Sheak (Kaw); 8. Phil Lawrence (Suz); 9. Tim Ferry (Yam); 10. Jimmy Button (Suz); 11. Tommy Clowers (Yam); 12. Grayson Goodman (Hon); 13. Jason Edwards (Hon); 14. Chad Pederson (Yam); 15. Brian Deegan (Kaw); 16. Jeff Pestana (Hon); 17. Mike Brown (Hon); 18. Jeff Curry (Kaw); 19. Jimmy Eickel (Hon); 20. David Pingree (Suz); 21. Barry Carsten (Suz); 22. Davey Yezek (Kaw).  
Time: 15:14.40

**AMA EASTERN REGIONAL 125cc SUPERCROSS SERIES POINT STANDINGS:** (After 6 of 10 rounds): 1. Doug Henry (139/3 wins); 2. Ezra Lusk (123/1 win); 3. Chad Pederson (85/1 win); 4. Scott Sheak (73); 5. Tim Ferry (61); 6. Jimmy Eickel (58); 7. Jimmy Button (55); 8. Jeff Curry (49); 9. Davey Yezek (Kaw); 10. Mike Brown (46); 11. (TIE) Jason Edwards/Barry Carsten (32); 13. Joel Dengler (30); 14. Anthony Paggio (29); 15. (TIE) Junior Jackson/Jeff Dement (26); 17. Brian Deegan (23); 18. (TIE) Chris Neal/Todd Bennick/Jean-Sebastien Roy (15).

**AMA WESTERN REGIONAL 125cc SUPERCROSS SERIES POINT STANDINGS:** (After 5 of 8 rounds): 1. Jimmy Gaddis (109/1 win); 2. Phil Lawrence (102/1 win); 3. Damon Huffman (72/1 win); 4. Tommy Clowers (71); 5. Grayson Goodman (58); 6. (TIE) Pedro Gonzalez/Lance Smail (55); 8. Mike Chamberlain (48); 9. David Pingree (35); 10. Ray Crumb (28); 11. Tony Graves (21); 12. Craig Decker (16); 13. Jason Krempin (12); 14. Lowell Moural (9); 15. (TIE) Mike Metzger/Chaun McAlister (8); 17. (TIE) Cory Keeney/Dana Wiggins/Shawn Morga (7); 20. (TIE) Chad Shanjiak/Craig Canoy/Billy Whitley/Travis Hodges (6).



# CYCLE NEWS

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- ★ 1992 Budds Creek MX Nationals

## MOTOCROSS

(#65A) 1991 Motocross des Nations  
Americans Stanton, Bradshaw, and  
Kiedrowski bring home the 11th straight gold  
medal for the USA in the deep sand of the  
Valkenswaard, Holland circuit. 60 minutes  
from Motovideo.

(#148) '91 USGP of MX 500cc/Glen Helen  
Complete coverage of the '91 Glen Helen  
USGP P as Bayle, Jeff Ward, and the top  
American stars put on a great show on a  
demanding course against the Euros in the  
final round of the series. 60 minutes from  
Motovideo.

(#150B) '92 Gainesville MX Nationals  
48 minutes from Powersports Video.

(#151B) '92 Sacramento MX Nationals  
48 minutes from Powersports Video.

(#153B) '92 Mt. Morris MX Nationals  
48 minutes from Powersports Video.

(#154B) '92 Buchanan MX Nationals  
48 minutes from Powersports Video.

(#155B) '92 Southwick MX Nationals  
48 minutes from Powersports Video.

(#156B) '92 Troy MX Nationals  
48 minutes from Powersports Video.

(#157B) '92 Washougal MX Nationals  
48 minutes from Powersports Video.

(#158B) '92 Binghamton MX Nationals  
48 minutes from Powersports Video.

(#159B) '92 Delmont MX Nationals  
48 minutes from Powersports Video.

(#160B) '92 Budd's Creek MX Nationals  
48 minutes from Powersports Video.

(#162) 1990 AMA Nat'l MX Season Review  
Racing highlights from the 1990 season from  
all 13 outdoor MX Nationals on the AMA cir-  
cuit. 90 minutes from Powersports Video.

(#162B) '91 AMA Nat'l MX Season Review  
Follow the 13 stops on the 1991 AMA  
National MX Series as Mike Kiedrowski  
duels with Guy Cooper for the #1 plate title  
honors; 250cc and 500cc action follow the  
dominance of J.M. Bayle over Stanton,  
Ward, and Bradshaw. Approx. 2 hours (2-  
tape package) from Powersports Video.

## SUPERCROSS

(#325) Throttle for the Gold  
The story of the 1990 Supercross Series;  
racing full throttle, criss-crossing the USA  
Jeff Stanton, J. M. Bayle, Jeff Ward and the  
rest make 18 stops on the tour for the  
Supercross title. 45 minutes from Motovideo.

(#325A) Flight to the Finish  
The review of the 1991 AMA Camel  
Supercross Series featuring the Coors Light  
Challenge as America's top racers chase the  
#1 plate around the country. 75 minutes from  
Motovideo.

## TOURING & ROAD RIDING

(#10) 1990 AMA Heritage Homecoming  
Captures the excitement of the opening of  
the AMA Motorcycle Heritage Museum in  
August 1990 in Columbus, Ohio. 60 minutes  
from Motovideo.

(#106A) 50 Years of Daytona  
400,000 enthusiasts descended on Daytona  
for the 1991 50th anniversary of Bike Week.  
See the "Main Street" & Harley scene from  
the biggest year ever. 60 minutes produced  
by Panacom from Progressive Design.

(#117) "Sturgis 1990" 50th Anniversary  
The 50th Anniversary Black Hills Motor  
Classic drew over 300,000 people from all  
50 states & 38 foreign countries. This is the

"Official Video" of the Rally and covers it  
well. 75 minutes produced by Pocatello  
Media Group, from Progressive Design.

(#118A) Sturgis 1991:  
Dances with Motorcycles  
With the '91 Sturgis Bike Rally as backdrop,  
"Dances with Motorcycles" explores the fasci-  
nating world of biking enthusiasts. Wayne  
Crane provides commentary, music by  
Creedence Clearwater Revival. 75 minutes,  
produced by Panacom, from Progressive  
Design.

(#117A) Sturgis 1991: The Official Video  
This video captures all the Main Street  
mania, race track action, hill climb thrills and  
the great American road to Sturgis, including  
scenes filmed in Grand Teton and  
Yellowstone national parks. 77 minutes by  
Pocatello Media Group, from Progressive  
Design.

## ROAD RACING

(#78A) 1989 Bike GP Compilation  
A review of the '89 FIM GP Road Racing  
season worldwide, as Lawson leads fellow  
Americans Rainey and Schwantz to sweep  
13 US wins in 15 rounds. From Powersports  
Video.

(#78B) Rainey Days: 1990 GP Review  
Follow Wayne Rainey's march to the title,  
from Suzuka to Phillip Island in this 105-  
minute blockbuster of an annual review.  
Probably the best Bike GP Review ever!  
From Motovideo.

(#78C) '91 GP Review: Another Rainey Day  
Wayne Rainey dominates the GP Series for  
his 2nd consecutive World Championship.  
Excellent summary coverage from each cir-  
cuit. 105 minutes from GP Video.

(#80C) '92 Japanese RR Grand Prix  
52 minutes from GP Video.

(#81A) '90 Laguna Seca US Grand Prix  
Rainey and Schwantz race clear of a crash-  
filled field featuring Lawson, Mamola,  
Gardner, Chili and Magee. 250cc action also  
included. 52 minutes from GP Video.

(#81B) '91 Laguna Seca US Grand Prix  
Different from the NBC/ESPN broadcasts,  
this video includes complete coverage &  
commentary of 500 & 250 classes, sidecars  
too. 52 minutes from GP Video.

(#82C) '92 Spanish RR Grand Prix  
52 minutes from GP Video.

(#83C) '92 Italian RR Grand Prix  
52 minutes from GP Video.

(#84C) '92 German RR Grand Prix  
52 minutes from GP Video.

(#86C) '92 European (Spain) RR Grand Prix  
52 minutes from GP Video.

(#87C) '92 Dutch RR Grand Prix  
52 minutes from GP Video.

(#89C) '92 French RR Grand Prix  
52 minutes from GP Video.

(#90C) '92 British RR Grand Prix  
52 minutes from GP Video.

(#93C) '92 Hungarian RR Grand Prix  
52 minutes from GP Video.

(#96C) '92 Australian RR Grand Prix  
52 minutes from GP Video.

(#97C) '92 Brazilian RR Grand Prix  
52 minutes from GP Video.

(#98C) '92 Malaysian RR Grand Prix  
52 minutes from GP Video.

(#99C) '92 South African RR Grand Prix  
52 minutes from GP Video.

(#9) U.S. Grand Prix 1988  
Real Grand Prix road racing for the World

Championship revives in America as Steady  
Eddie Lawson and Fast Jimmy Fillece beat  
the best at Laguna Seca. From Powersports  
Video.

(#41) Bike Experience  
Race with Wayne Gardner as you crouch  
over the handlebars of a 200 mph Grand  
Prix Honda in actual race conditions! 60 min-  
utes. From Powersports Video.

(#78D) 1992 GP Review  
Wayne Rainey becomes the first rider since  
Kenny Roberts to win a third-consecutive  
500cc GP World Championship as he  
assumes the title of "King Wayne" in this  
review of the 1992 500cc GP Series. 60 min-  
utes from Motovideo.

(#94B) 1991 Isle of Man  
For over 80 years the IOM TT has been the  
ultimate challenge in motorcycle racing. TT  
'91 - Seven days in June brings the fastest  
race ever, a history-making triple win and a  
stunning new outright lap record. 52 minutes  
from Powersports Video.

(#103) Bike Hero - Kevin Schwantz  
Captures Schwantz's true brilliance leading  
to his arrival on the GP circuit in '88 thru the  
1989 season. His legendary wins at  
Donington Park are also featured in addition  
to an exclusive interview on this tape. 60  
minutes from Halmar.

(#137) 1991 Daytona 200  
Enjoy a race that lived up to its billing and  
provided a fitting 50th birthday celebration  
for the most famous event in American  
motorcycle racing history. 60 minutes from  
Motovideo.

(#137A) 1992 Daytona 200  
Enjoy the drama as Scott Russell and Doug  
Polen duel to a photo-finish in one of the  
most exciting Daytona finishes in history. 60  
minutes from Motovideo.

(#403A) 1991 World Superbike USA  
Doug Polen and Scott Russell established  
their rivalry at the Brainerd USA round of the  
1991 World Superbike Series, the last World  
Superbike race run in the US. 55 minutes  
from Motovideo.

(#410) 1990 World SB Season Review  
Compiled from the best moments of the  
750cc World Superbike Series, the 1990  
season review offers the most memorable  
and action-packed footage of each round.  
From triumph to defeat, across the vigorous  
tracks of the world, Honda, Yamaha and  
Ducati lead a fierce manufacturers' fight fea-  
turing their top racers: the U.S.' Flying Fred  
Merkel, France's Raymond Roche, Britain's  
Rob McEneaney, Italy's Giancarlo Falappa and  
Australia's Rob Phillips. 90 minutes from  
Powersports Video.

## SPEEDWAY

(#45B) 1992 US Speedway Nat'l C'Ship  
America's top 16 riders go head to head to  
see who will wear #1 in 1993. Bruce Penhall  
& Bruce Flanders narrate. 70 minutes from  
RAZ Video.

(#23B) 1992 Junior Speedway Nationals  
Juniors from all over the US race for their #1.  
If you have a kid who is into racing, this  
video is for you. 60 minutes from RAZ Video.

(#123B) 1992 CA State Speedway C'Ship  
Larry Huffman and Bruce Flanders team up  
to guide you through speedway's 2nd  
biggest title run at America's largest speed-  
way track. 60 minutes from RAZ Video.

(#134B) 1992 US Sidecar National  
Speedway Championship  
All the top speedway sidecar racers go for it  
in the first running of this prestigious event.  
60 minutes from RAZ Video.

(#102A) Speedway Ice World C'ships '91  
The best riders on ice from the USA and the  
world meet in Tucson, Arizona meet to race

for the I.C.E. World Championships. 60 min-  
utes from RAZ Video.

## CRASHES

(#55) MX Crash & Burn Spectacular  
The original by Motovideo. 30 minutes.

(#66) Motocross Crash and Burn II  
"The Music Video" All now MX crash & burn  
footage featuring the latest, most outrageous  
over-the-edge mishaps ever set to music on  
videocassette. Great entertainment for all  
ages! From Motovideo, 35 minutes.

(#66A) Crash and Burn III  
The third in the series from Motovideo, fea-  
turing 30 minutes of crashes from  
Supercross, Enduro, and Motocross.

(#136) Over the Edge  
Highlights of crashes, slides, bumps, wob-  
bles and close calls during the 1990 and  
1991 WERA Pro Series. 52 minutes from  
Street Smarts Video.

(#146) Speedway Wipeouts,  
Bikes & Babes  
Lots of highlights from Ascot Speedway's  
Thursday night classics; spectacular speed-  
way motorcycle & quad crashes, and the  
famous Ascot bikini contestants. 60 minutes  
from Motovideo.

(#147) Mud Wars  
One big video with highlights of the  
Blackwater 100 Classic featuring endless  
crashes, mud baths, down-outs, loop-outs,  
endos, and a cast of thousands - the Mud  
Feast! 60 minutes from Motovideo.

(#176) Crash Impact  
Disasters and mayhem from a variety of  
motorsports including superbikes, MX,  
supercross, NASCAR, mud bugs, monster  
trucks, Indy cars, and power boats. 60 min-  
utes from Powersports Video.

(#179) Crash Encounters  
60 minutes from Powersports Video

## DIRT TRACK

(#51) Scott Parker - Champion  
From the 130-mph dirt track battlefields to  
the hot tub behind his house in Michigan,  
you'll travel with the champ on route to his  
third straight title, and get to know the man  
behind the Number One plate. 60 minutes  
from Motovideo.

(#180) #1 and Proud of It  
A look at the rich history of the Harley-  
Davidson dirt track racing team from past to  
present. 60 minutes from Motovideo.

## VINTAGE

(#20) Golden Mountain  
1961 Isle of Man TT race features Mike  
Hailwood on the 250 Honda and the Manx  
Norton, and again in the 1963 Senior 500cc  
TT. Shows how the sport progressed in just  
two years. 52 minutes by Halmar.

(#43) TT Tribute  
Featuring Mike the Bike Hailwood on the ill-  
handling 500 Honda-4 doing with Giacomo  
Agostini on the MV in the 1967 Isle of Man  
TT - Classic racing at its best. 69 minutes  
from Powersports Video.

(#114) Superstar Showdown  
Complete coverage of the 1984 Trans-  
Atlantic challenge Easter Match Races fea-  
tures the biggest collection of road racing  
stars: Roberts, Spencer, Lawson, Mamola,  
Baldwin, Cooley, Rainey, Aidana, Sheene,  
Haslam, McEneaney, Grant, Crosby, Gardner,  
and more! 69 minutes, from Halmar Video

(#115) Rendezvous at the Ring  
This 45-minute video takes you back 33  
years, to scenes of the old 14-mile  
Nurburgring circuit, with Geoff Duke's fabu-  
lous 4-cylinder Gilerla battling the mighty  
BMW of Walter Zeller; also footage of the

frightening Northern Ireland Ulster GP  
course. From Halmar Video

(#116) Racing into History  
Four famous British circuits & legendary  
heroes, John Surtees on the MV at  
Brooklands in '58, challenged in '59 at  
Silverstone by a 19-year old Hailwood; 17  
brands of bikes race at Oulton, and the '58  
Isle of Man TT. 55 minutes from Halmar  
Video

(#130) It's a Triumph  
Manufacturing of the classic pre-unit Triumph  
motorcycle. 30 minutes from Motovideo

(#141) 1967 Hare & Hound Championship  
Classic desert race with the big thumpers  
and "new" 2-strokes racing over 80 miles of  
the Mojave Desert. Featuring 800 desert  
racers including J.N. Roberts, Gary Conrad,  
Dick Vic, Whitey Martino. Produced by  
Bruce Brown Films; 37 minutes from KWB  
Marketing Group.

(#142) 1967 Hopetown 500cc Motocross  
The 2nd international MX held in the U.S.  
The first visit to the U.S. by many of the top  
Europeans including Torsten Hallman, Dave  
Bickers, Joel Robert, and Roger DeCoster,  
also Americans like Eddie Mulder and Gary  
Conrad. Includes sidehack racing. 45 min-  
utes by Bruce Brown Films, from KWB  
Marketing Group.

(#143) 1967 Hopetown 250cc Motocross  
250cc Hopetown action from 1967, also  
includes "power puff" women's event. 25  
minutes by Bruce Brown Films, from KWB  
Marketing Group.

(#144) 1968 Baja 1000  
The 2nd running of the now legendary Baja  
race. Everything from VW vans to motorcy-  
cles, Ford Broncos to dune buggies are driven  
by everybody from Indy 500 winners to  
movie stars. Featuring Parnelli Jones,  
James Garner, Malcolm Smith, and more, 40  
minutes by Bruce Brown Films, from KWB  
Marketing Group.

(#145) 1970 Ascot 100 Lap TT  
J.C. Agopian's 10th annual 100-lap classic  
held at Ascot and covered by more than 13  
cameras. Made by Bruce Brown while film-  
ing "On Any Sunday." Features Mart Lawwill,  
Skip VanLauewen, Dallas Baker. 30 minutes  
from KWB Marketing Group.

## ENDURO

(#77) 1989 International 6-Day Enduro  
The 64th Annual ISDE from Walldum, West  
Germany. 60 minutes from Powersports  
Video.

(#95) Paris To Dakar 1989  
For 21 days, 241 bikes, cars and trucks  
raced and struggled to complete the formi-  
dable transcontinental "raid". See all the high-  
lights from the ground and the helicopter  
cameras in this toughest race of all. 60 min-  
utes. From Powersports Video.

(#110) 1990 Blackwater 100  
The original "Blackwater-The Video", 60  
minutes of the 1990 World's Toughest Race;  
from Motovideo.

(#110A) 1991 Blackwater 100  
From Davis, WV, it's America's Toughest  
Race, the Blackwater 100 Revisited. For the  
second year in a row Motovideo takes you to  
witness this amazing motorcycle & ATV  
spectacle. 60 minutes from Motovideo.

(#110B) 1992 Blackwater 100  
60 minutes from Motovideo.

## INSTRUCTIONAL & TECHNICAL

(#11) Rick Johnson Profile of a Champion  
By John Bradley Entertainment. 78 minutes  
all about your favorite "Bad Boy." From  
Motovideo.

(#13) Riding Motocross - Glover Style!  
Six-time National MX Champ takes you to  
his secret tracks and shows you how to mas-  
ter the art. 60 minutes from Motovideo.

(#54) V-Twin Maintenance  
How to keep your Evolution Harley humming  
and looking like new-and save hundreds of  
dollars. Joe Minton hosts. From Tech Tapes.

(#100) Rick Johnson's "Motivation"  
Rick Johnson shows you how to approach  
the sport of MX his way, from mental prepa-  
ration to physical training and riding tech-  
nique. 70 minutes from Motovideo.

(#108) A Twist of the Wrist  
The definitive road riding & racing instruc-  
tional video by Keith Code of the California  
Superbike School. This video translates the  
book into 14 sections to make you visualize  
with crystal-clear understanding the art of  
pavement technique. 107 minutes from  
Motovideo.

(#111) "The Matatazzack Video"  
Follow "The Chicken" Jeff Matiasovich, as he  
shows through his unique style of riding and  
racing how you can improve your bike han-  
dling skills. 60 minutes of entertainment from  
Motovideo.

(#135) Street Smarts  
The advanced course in urban street riding  
survival. This 55-minute video is full of tips  
and tactics gathered from riders who have  
had millions of miles experience, and from  
expert road racers who show you safety  
techniques you can apply to your street rid-  
ing. From Street Smarts Video.

(#177) The Ride!  
The streets are dangerous! If you don't know  
what you're up against, you're in trouble.  
"The Ride!" shows you how to be safer on  
the street. 40 minutes from JR Productions.

(#178) Wanna Race?  
Doug Polen, Jamie James, Scott Russell,  
Donald Jacks and other top racers show you  
how to get off the street and into club road-  
racing; what you need, what to expect, how  
to get started at the amateur level. 60 min-  
utes from JR Productions.

## DRAW RACING

(#124) The Awesome Factor  
This documentary captures the essence of  
professional Harley-Davidson drag racing  
through the AMRA Series. See the people  
who live & breathe racing, and the machines  
that take them to the edge. 60 minutes pro-  
duced by Panacom, from Progressive  
Design.

(#126) Drag Bike Extravaganza  
Everything you ever wanted to know about  
motorcycle drag racing with commentary by  
Pro Stock National Champion Dave Schultz.  
60 minutes from Powersports Video

## MOVIES

(#138) Easy Rider  
This is the classic youth film of the 1960's  
which reflected the attitudes and longings of  
an entire generation. Two motorcyclists  
(Peter Fonda and Dennis Hopper) embark  
on a coast-to-coast odyssey in search of the  
real America. 94 minutes from Progressive  
Design.

(#139) The Wild One  
What's Johnny rebelling against? "What  
have you got," he sneers as an angry young  
Marlon Brando scorches the screen in this  
powerful '50s cult classic. 79 minutes from  
Progressive Design.

(#140) On Any Sunday  
Bruce Brown's classic 1971 film which cov-  
ers virtually every form of motorcycle com-  
petition from the AMA's Grand National Tour to  
Motocross; Desert Racing to Ice Racing; the  
ISDT to the Widowmaker Hillclimb; the  
Bonneville Salt Flats to the Elsinore Grand  
Prix- 90 minutes from KWB Marketing  
Group.

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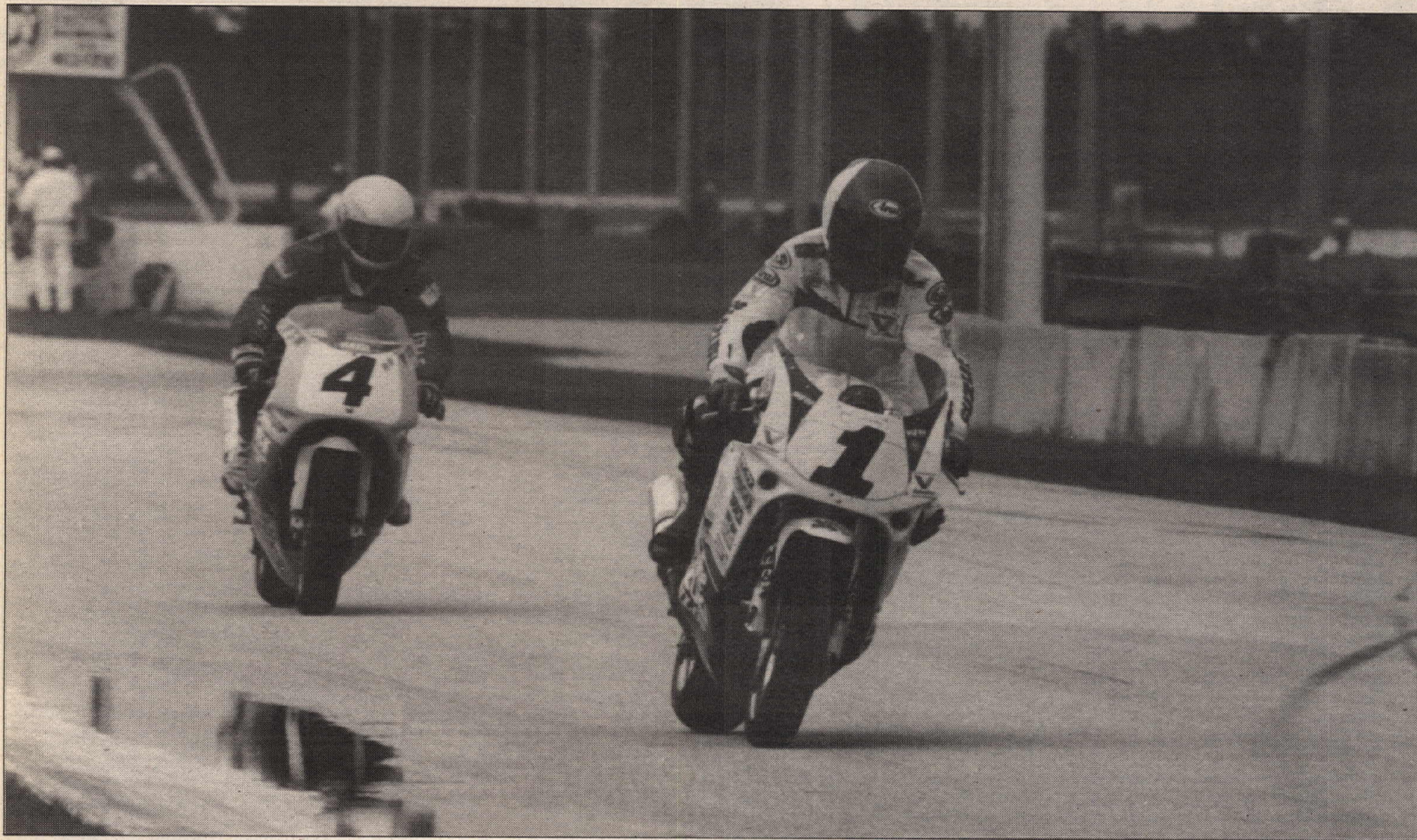
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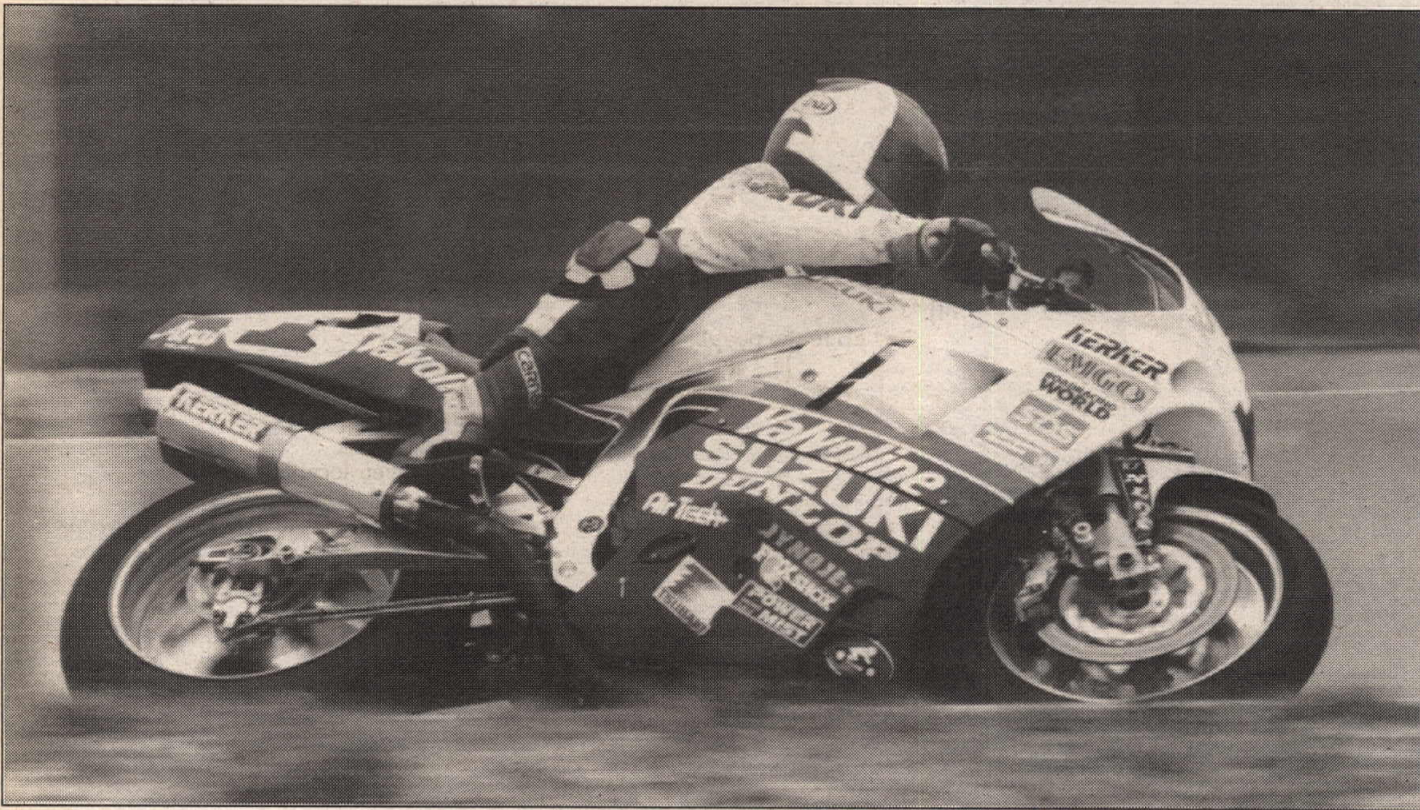


# ROAD RACE WERA Power-Mist/Performance Machine National Endurance Road Race Series: Round 1



Kurt Hall of Team Suzuki (1) battled with Jay Bartlow of Virginia Breeze Racing (4) during the first hour of the four-hour endurance race at Moroso Motorsports Park.

Team Suzuki went on to win the series-opening event in the WERA championship, despite losing six laps to replace a broken chain.



## Team Suzuki Endurance wins Moroso opener

By Larry Lawrence

WEST PALM BEACH, FL, MAR. 20

**T**eam Suzuki Endurance's Kurt Hall and Michael Martin won the opening round of the WERA National Endurance Series at Moroso Motorsports Park with Martin powering past Royale Racing's Doug Henry in the final 20 minutes of the race to seal the victory. Team Suzuki triumphed despite

losing six laps due to a broken chain on the Valvoline-backed Suzuki GSXR1100 midway through the race.

WERA veterans Henry and Jim East came as close to winning a National endurance race as they ever have in the team's nine-year history. Royale rode to an amazing second-place overall finish

on a 1991 Honda CBR600. Team Pearls Suzuki, with Marty Lentz, Tony Barchetti and Darryl Saylor handling the riding chores, took third overall on a Suzuki GSXR600.

On and off rain before the start of the four-hour race caused headaches for crew chiefs. Most of the superbike-

mounted teams started on intermediate rain tires or DOT street tires. By the end of the race most of the teams were on full rain tires.

Hall took the early lead over the 26-team field on the Valvoline Suzuki followed by Virginia Breeze Racing, Arclight Racing II and Team 20/20 Racing.

On lap three fans were surprised to see the blue Yamaha FZR1000 of Virginia Breeze in the lead. Jay Bartlow was putting in a great ride on the wet Moroso circuit and three laps after taking the lead he had given Virginia Breeze a six-second lead over Hall and Team Suzuki.

A tough battle was being waged over third between the Honda CBR900 of Arclight II and Team 20/20 on a Kawasaki ZX-7. Alone in fourth was the Canadian duo of Tim Ruhl and Ian McKinstry of R.A. Racing.

The anticipated return of Hall 'N Still Racing (now known as HNS Racing) was grounded just before the start of the race. According to team captain Jim Still, when the crew tried to fire up the HNS Yamaha FZR1000 nothing happened. "It just wouldn't start," said a lamenting Still. "We think we may have had some sort of fuel pump lock up, but we're not sure."

After 30 minutes the HNS Yamaha finally came to life, but now the team which featured riders Bruce Baldus, Tom Wilson and Tray Batey would just be out cruising for points. The Cincinnati-based team finished 16th overall.

As the first hour came to a close a brief respite from the rain was making for a drier racing surface. Team Suzuki began closing the gap on Virginia Breeze Racing. Fifteen minutes later, the rains came again to close out hour one.

During the second hour, Team Suzuki averaged a click under 80 mph, took back the lead and began to pull



away from Virginia Breeze. By the end of the second hour Team Suzuki had completed 71 laps, giving them a two-lap lead. Royale Racing, riding steadily in the wet, moved up to third overall. Royale was leading a tightly knit group battling for third which included Arclight Racing, RA Racing and Indy Cycle N' Ski, all with 66 laps.

Team Suzuki ran into a problem in the third hour. The team's big GSXR lost a chain on the back section of the course, and Martin began the long push back to the pits.

There was a bit of controversy when a WERA official drove the WERA van out to give Martin a tow. By then Martin had pushed the bike all the way to the pit straight, but was still a good distance from the pits. There was some grumbling in the paddock from other teams since no other team had received assistance from a crash truck. WERA officials said assistance was available to any team that asked for it.

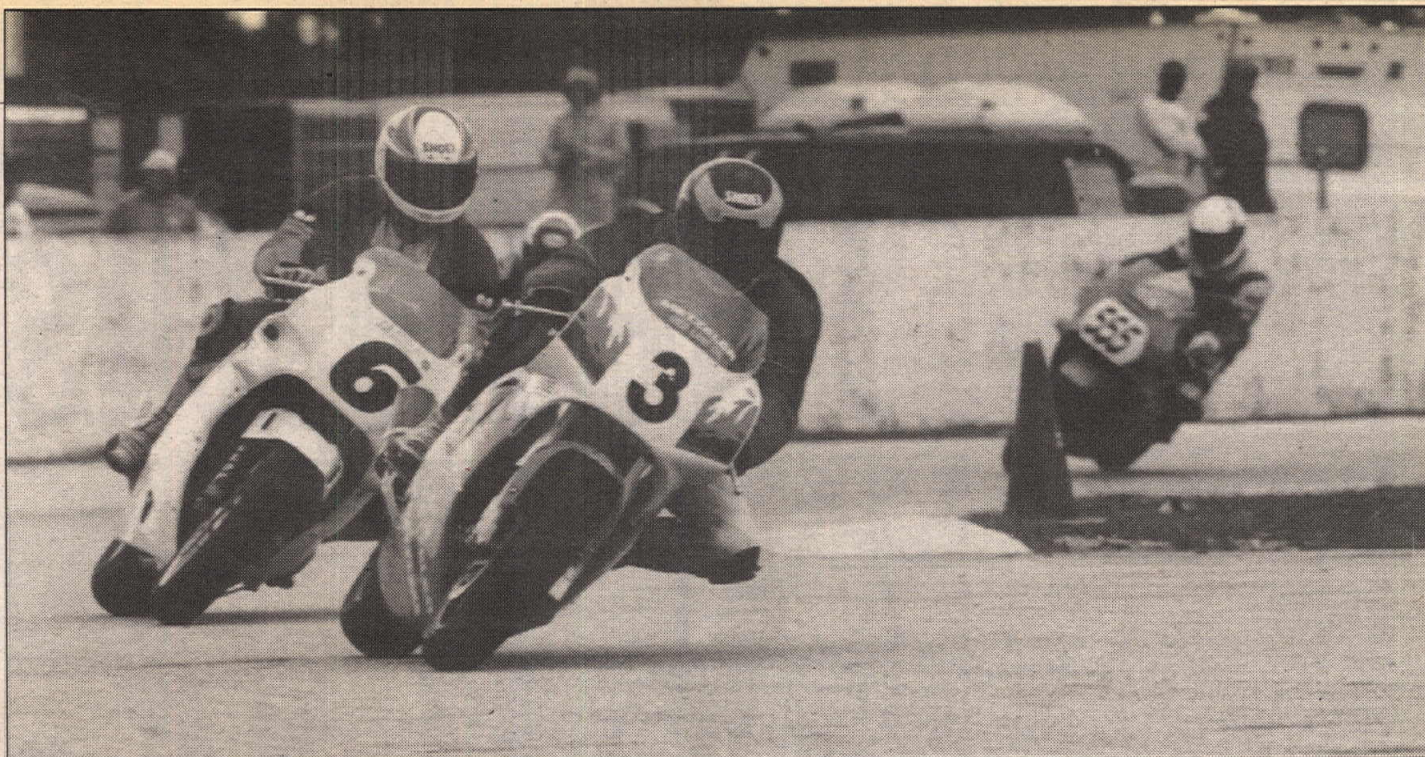
Team Suzuki dropped about six laps due to the incident. Virginia Breeze now held a commanding three-lap lead over Royale Racing. The Charlottesville, Virginia-based team looked to be on its way to certain victory.

But no. With about 30 minutes left in the race, the Virginia Breeze Yamaha rolled to a stop in the back section of the circuit. The team declined an offer by officials to pick up the bike - Virginia Breeze's Charlie Safley said that they thought the transmission had broken on the Yamaha.

The team later regretted the decision not to bring the bike in. As it turned out the problem was not the transmission but a sheared cush drive on the rear sprocket. The Virginia Breeze crew could have quickly repaired the bike and still been in the hunt for the win.

With 25 minutes to go in the race, Royale Racing held the lead but rider Henry didn't know. "I saw Jim (co-rider Jim East) waving me on from the pits. I thought maybe I was battling for third and someone was catching me," said Henry.

Someone was indeed catching Henry.



Team Pearls Suzuki (3) and Royale Racing (6) finished third and second, respectively. Both teams competed on 600cc motorcycles.

It was Team Suzuki's Martin. Team Suzuki had charged back after losing the chain. With 20 minutes left on the clock Martin put Suzuki back in the lead for good. Martin lapped Royale for good measure one more time just before the end of the race.

"We did it the hard way and had to have a little luck, but we'll take it," said a soggy Martin after the race.

Team Suzuki finished with 133 laps around the 2.25-mile Moroso circuit for a total of 299.25 miles at an average speed of 74.812 mph.

For Royale Racing the Moroso finish was the team's best since finishing second overall twice in 1989. Royale was running last year's machine. The team's new Honda would not start before the race. "We decided at the last minute to go with the old bike," said Henry. "The thing didn't even have any sponsor stickers on the fairing."

"That was totally unexpected," said an ecstatic Jim East. "Our strength is that we run a long time between pit stops and we very rarely have problems.

That's usually not good enough for second place but we got a few breaks today," continued East.

After making an unscheduled pit stop for rain tires and a water-filled air box, Team Pearls charged from 11th overall after the first hour to third overall at the finish.

"It was the first time on rain tires for us and everyone rode great," said Marty Lentz of Team Pearls. The third-place overall finish was to match the team's prior best third overall at the Willow 24 Hour last year.

Haitian Sensation Racing with John Dierick, Rudolf Von Ligan and veteran sensation John Long took fourth overall with 129 laps.

In fifth, 12 seconds behind Haitian, was Arclight Racing on a Honda CBR900.

For Team Suzuki Endurance Moroso was the beginning of what they hope will be a ninth championship season. For all the other teams it will be a monumental challenge to dethrone the kings of WERA endurance racing. **CN**

## Results

**OVERALL:** 1. Team Suzuki Endurance (Suz); 2. Royale Racing (Hon); 3. Team Pearls Suzuki (Suz); 4. Haitian Sensation (Suz); 5. Archlight Racing (Hon); 6. Red Hot Racing (Yam); 7. Light Speed Racing (Yam); 8. Progressive Racing (Suz); 9. Ondagass Racing (Suz); 10. Roswell Racing (Suz); 11. Team 20/20 Racing (Kaw); 12. TKO Racing (Suz); 13. Amore' Racing (Hon); 14. Mars Racing (Suz); 15. RA Racing (Suz); 16. HNS Racing (Yam); 17. Indy Cycle N' Ski (Hon); 18. Southwest Motorsport (Yam); 19. New York Motorcycles Racing (Yam); 20. Virginia Breeze Racing (Yam); 21. H & H Racing (Suz); 22. Archlight Racing II (Hon); 23. Northern Boys Racing (Hon); 24. Zebu (Suz); 25. Team Attack Torco (Suz).

**H/WT SB:** 1. Team Suzuki Endurance (Suz); 2. Archlight Racing (Hon); 3. Ondagass Racing (Suz); 4. Team 20/20 Racing (Kaw); 5. RA Racing (Suz).

**M/WT SB:** 1. Royale Racing (Hon); 2. Team Pearls Suzuki (Suz); 3. Haitian Sensation (Suz); 4. Roswell Racing (Suz); 5. TKO Racing (Suz).

**H/WT PROD:** 1. Red Hot Racing (Yam)

**M/WT PROD:** 1. Light Speed Racing (Yam); 2. Progressive Racing (Suz); 3. Northern Boys Racing (Hon).

**WERA NAT'L ENDURANCE SERIES STANDINGS (After 1 of 12 rounds):** 1. Team Suzuki Endurance (104.90); 2. Royal Racing (94.70); 3. Team Pearls Suzuki (89.50); 4. Haitian Sensation (84.00); 5. Archlight Racing (79.00); 6. Red Hot Racing (73.80); 7. Light Speed Racing (71.80); 8. Progressive Racing (68.80); 9. Ondagass Racing (65.80); 10. Roswell Racing (62.80); 11. Team 20/20 Racing (59.80); 12. TKO Racing (57.40); 13. Amore' Racing (56.40); 14. Mars Racing (55.10); 15. RA Racing (52.80); 16. H N S Racing (51.80); 17. Indy Cycle N Ski (50.60); 18. Southwest Motorsports (49.10); 19. New York Motorcycles Racing (47.90); 20. Virginia Breeze Racing (46.40).

## Pro Series rained out

"I think we may have to change the name of this race," snidely remarked Tom Simpson, advertising director of the WERA Pro Series. Simpson made his remarks as he watched a record amount of rain wash away any chance of running the WERA's Sunshine State Nationals at Moroso Motorsports Park.

The Sunday program, which included the first round of the WERA Formula USA Series, was rescheduled for May 30 due to the heavy rains.

Even with serious track flooding due to the rain, a small but vocal group of riders became infuriated when it was announced that the race was off.

Leading the protest was one of most respected riders from the area, Michael Barnes. "You can't cancel this race without a vote from the riders," shouted Barnes to WERA Pro's Doug Gonda as a crowd gathered under the press tower seconds after the announcement.

"This track is still raceable," continued an irate Barnes. "I've raced in conditions a lot worse than this... Take a vote!"

"Take a vote...Take a vote," was the chorus started by Barnes and joined by about two dozen other riders under the tower.

Gonda, looking nervous, walked through the crowd of riders shaking his head no and saying: "The decision's been made, we're not sending you guys out in these conditions."

After a few more vocal exchanges, Gonda left to check on how rain checks were being handled at the front gate. The rain for the moment had subsided and the sun was even trying to burn through the heavy cloud cover.

Frustrated that Gonda was walking away, refusing to continue the discussion, one rider shouted: "Tear down the tower!"

Barnes, red in the face, barged away: "WERA sucks. I will never race in this organization again."

It was an ugly scene. One that would, on the surface, make it appear that WERA officials may have made a hasty decision in postponing the event.

However, after speaking to a variety of riders, it was clear that the racers at the tower were in the minority. The majority of the riders approved of WERA's decision, but not necessarily the way it was handled.

John Ulrich of Valvoline Suzuki, the top team in the WERA Pro Series, explained a view that was shared by many others.

"I think that if the WERA officials would have called a meeting, explained how

dangerous the conditions were and had Henry DeGouw (longtime motorcycle road racing coordinator at Moroso) speak to the riders they would have been a lot better off."

"It is up to the people who put on the race to make the decision if it is safe or not," explained Gonda. "We consulted with several top riders and they agreed that it was unsafe. It's amazing to me that some of these guys don't realize we have their best interest in mind when we make these decisions."

As it turned out the decision was without question the correct one. About an hour after the announcement the skies opened up and even local television news stations recommended that people not even drive unless they had to.

Reaction of riders to the postponement was varied. Former Daytona 200 winners John Ashmead and Dave Sadowski agreed with the decision.

"Off the side of the track the water was getting pretty deep," said Ashmead. "A couple years back they had a car racer flip over in the water and drown. That could have happened again today."

"I think it showed a lot of courage from WERA officials," said Sadowski. "I spent a lot of money to get here. That's my sacrifice to it. But I would rather sacrifice a little money than broken bones and doctor bills. I don't think some of these guys have been on the circuit long enough to know what is dangerous and what isn't."

Others were very upset about the decision. Valvoline Suzuki rider Chuck Graves felt safety was not the deciding issue.

"I feel that this was a financial decision, not a safety decision," Graves said. "It's all about money, they had no spectators so they didn't want to pay the purse. They are keeping all the money."

Finances were also on the mind of Barnes, who focused much of his energy on this race: "This is the biggest disappointment of my racing career. I talked Jeff Stern into bringing the Fastline/MCM Endurance bike here. So I was ready for Formula USA. I also had a good chance in the Formula Two and Formula Three races."

"I was looking for a good paycheck and a breakthrough in my racing career, now it's all gone. I was really angry at first until Henry DeGouw talked to me about the chance of drowning. That really made me think. Now all I feel is disappointment."

One of the biggest letdowns had to be felt by the surprise winner of Saturday's F-USA heat race, Craig Gaver. Gaver, a 34-year-old WERA endurance racing veteran from York, Pennsylvania, rode brilliantly in the rain to beat Danny Walker and Michael Martin. It was a race that could have given Gaver recognition that he has never seen in his racing career.

Gaver summed up the weekend best: "I said I hoped it would rain, I had a better chance then. Rain is one thing, this is something else."



# RIDING IMPRESSION 1993 Husaberg FE501

By Chris Jonnum

When the editor first informed me that I would be visiting Festus to test the new Husaberg big-bore four-stroke, I was elated. After all, it's not every day that one gets to escape the office grind to go riding with Marshal Matt Dillon's sidekick from the TV show "Gunsmoke" - and on an exotic Swedish four-stroke enduro machine, no less!

Said editor soon brought me back to earth by explaining that the Festus he was referring to was a town near St. Louis, Missouri, where Gary Surdyke - the American importer of Husaberg motorcycles - has based his motorcycle business.

Though I remained enthusiastic about riding the bikes, I must admit that at first it seemed to me like an unlikely locale for a motorcycle company. After all, the "Big Four" - Honda, Kawasaki, Suzuki and Yamaha - all headquarter their colossal organizations in glitzy southern California, and even KTM has a western office in San Diego. However, upon closer consideration, the midwestern town of Festus is actually quite an appropriate location for Husaberg. Like most of the local residents, the company takes a low-key approach, following their own path and ignoring many of the latest fads that the other brands trip over each other to emulate. Husaberg's company pride comes not from their power or size (their entire U.S. operation consists of Surdyke's motorcycle dealership, and his service area serves as the warehouse), but from the uniqueness of their product. Husaberg customers can rest easy in the knowledge that heads will turn when they roll their bike up to the start line at an enduro.

Husaberg offers more than snob appeal, however. Originally conceived by a small group of Husqvarna employees who were unhappy with the takeover and relocation of the Swedish company by the Italian firm of Cagiva, the Husaberg design was a concept that was formerly assumed to be impossible - a light, quick, competitive, *four-stroke* off-road motorcycle. An impressive feat, if you can pull it off. The first few prototypes were actually built in a barn in the small Swedish town from which the company gets its name (a town not entirely unlike Festus, actually), and while they have since moved on to another location, their philosophy remains the same.

But do the Husaberg motorcycles actually combine the agility and quickness of a two-stroke with the traction and torque of a thumper? Eager to find the answer, I set out for the bustling metropolis of Festus to sample the Husaberg FE501.

## What's new?

While Husabergs are unique, that novelty comes at a price - and a very steep one, at that! Husaberg manufactures only a small number of machines each year, and Surdyke's entire sales goal for the U.S. in 1993 is only 250 units. That translates into a higher cost for each unit, and with a \$5895 retail price, the FE will definitely put a dent in your wallet. While the price is admittedly on the steep side, it is actually down from the \$6595 price tag that last year's model carried, a change allowed by the weakening of the Swedish krona against the U.S. greenback. A \$700 price-cut is a welcome change in this day and age, but the Husaberg's price is still \$346 more than a KTM 600LC4, a whopping \$1396 higher than a Kawasaki KLX650, and - this will make you think - \$1886 more than a Honda XR600!

The FE501 remains quite similar to the first models that came out of

# The Festus flyer

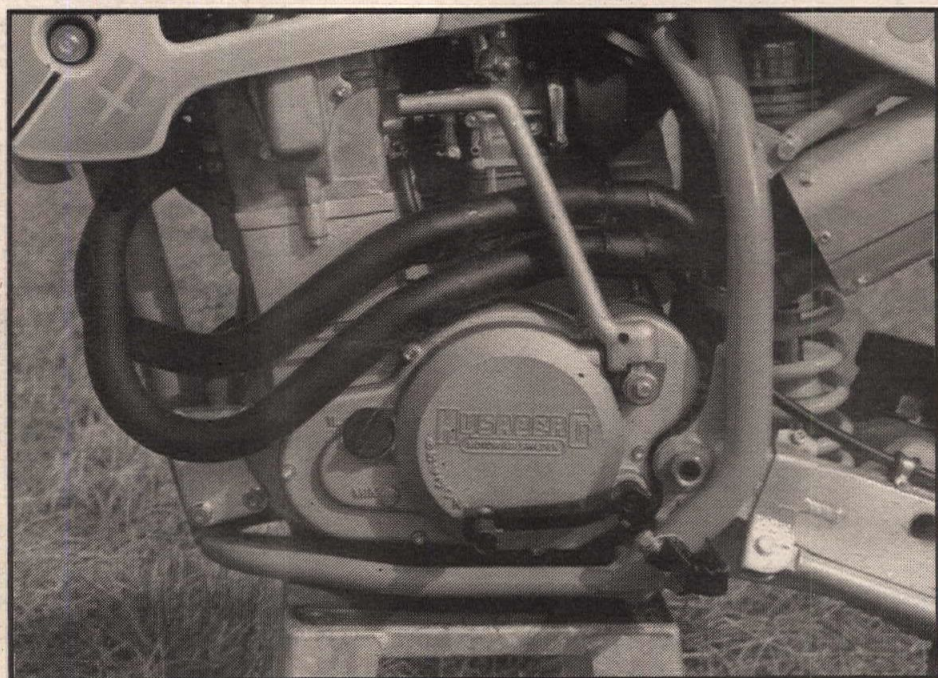






The right half of the slim fuel tank extends down the side of bike, keeping the bike's center of gravity quite low. A small pump is used to draw gas up to the carburetor.

The compact engine delivers a smooth-but-powerful hit. The bike starts easily, but the kickstarter is mounted high on the engine, making it difficult to access.



Sweden approximately five years ago, though updates and revisions are made each year.

For '93, Husaberg gave the bike a larger-diameter front disc rotor and a new Brembo caliper. They also altered the suspension, giving the shock a stiffer spring and increasing the shaft diameter from 14 to 16 mm. Up front, the FE received a new WP sealed-cartridge inverted fork.

Other updates include a flat-slide Dellorto carburetor, stiffer seat foam and stronger radiator mounts. Husaberg also modified the engine, beefing up the connecting rod, shift forks and gears, and toning down the power for a less-explosive hit. The 501's piston's diameter is normal, but it is only about an inch and a half in height, a feature that allows the bike to rev quickly.

One of the more interesting features on the Husaberg is the air intake system,

which resides on the left side of the frame backbone, hidden by the fuel tank. Air travels through the filter, into the largish top tube and through a plastic duct to the carb. The unusual air system keeps the filter high on the bike and out of the water in deep stream crossings, and frees up the traditional location below the seat. Husaberg is considering marketing an auxiliary fuel tank which mounts in the normal airbox area for longer loops. We tried a prototype auxiliary tank during the test and had no problems.

The stock tank is a work of art, extending down the entire right side of the bike and nearly touching the countershaft sprocket. To draw fuel up to the carb, a tiny Mikuni pump resides on the underside of the tank, running off the pressure of the crankcase.

The cooling system on the 501 is also unique, with a large, single radiator tak-



(Left) Despite the appearance of the radiator shrouds, the FE501 has a very slim profile, especially for a four-stroke. The longish silencer emits a tolerable note, though the bike is not EPA legal. Footpegs are long, but are too narrow.

ing the place of the usual pair. The design is simple, and the radiator is very easy to remove.

Husaberg currently only has about 25 dealers nationwide, but Surdyke is stepping up his inventory of parts for '93.

#### Is it thumpin' special?

Surdyke's son Greg, the Husaberg sales manager and a former ISDE rider, was my host for the Festus trip. The bike he offered for testing was unfortunately

not a new unit, but one that belonged to Jerry Hemman, a Surdyke-sponsored local hare scrambles ace - thus the "Oh no, not on a test bike! The editor will kill me!" Gary Surdyke Racing stickies on the front fender and the usual assortment of aftermarket company stickers elsewhere on the bike. Although I was assured it was stock, Hemann had contested one tough race on it. Greg and Jerry took me to nearby Saint Joe State Park, home of the infamous Flat River Grand Prix (which, incidentally, was



# RIDING IMPRESSION 1993 Husaberg FE501

won last year by Husaberg-mounted Swede Jimmie Eriksson). The test area consisted of a variety of terrain, including up- and downhills, fast wooded trails and sand whoops; about the only thing missing was super-technical single-track.

I had never ridden a Husaberg, but I have a soft spot for four-strokes. Our day of testing in mid-March proved to be a mild one for the Midwest with temperatures in the 50s. Things got off to an auspicious beginning when it came time to start the bike, more often than not a sore spot with four-strokes. With the Husaberg, after assuring that the kick lever is at the top of the stroke, all that's needed is a strong, smooth boot - don't touch the throttle - and the engine will fire up on the first or second kick nearly every time, hot or cold. The choke is required when cold-starting, but the manual compression release can be ignored. Shorter riders will have trouble with the lengthy lever and its high pivot, and its location on the left side of the bike is a little strange at first.

Once the engine is lit, the longish silencer emits a healthy-sounding exhaust note that is not offensive. Husaberg sells the bike for "closed-course-use only" so the note is louder than an XR with a baffle, but passing most sound tests conducted by enduro clubs shouldn't be a problem.

In the past, Husaberg has received complaints about the 501 being hard to handle in gnarly terrain, so some of their changes were aimed at providing a more usable powerband. Most of the trails in Sweden are infested with endless rocks and roots, so it is important to

Husaberg that their bike maintain traction through the most gnarly conditions. They seem to have hit on what must be close to the perfect compromise for a four-stroke enduro bike. While not quite as tractable as a 350 or as arm-wrenching as a race-built 600, the 501 strikes a sensible balance between the other two schools of thought.

The engine's forte is its low end, and it will chug right through the roughest terrain. However, the light flywheel and piston mean that the motor is fairly easy to stall, so the rider's left hand must be kept at the ready for a stab at the clutch. First gear is low, too low for many situations, but second is perfect for tight going. The six-speed tranny means there are no awkward gaps between gears, and shifting is surprisingly smooth for a big four-stroke. With or without the aid of the clutch, changing gears requires less effort than many 250cc motocrossers.

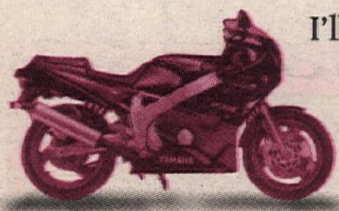
Unlike with many four-strokes, throttle response is immediate when the Dellorto carb is cracked open; there is no bothersome bottom-end bog, and acceleration is respectable. Though it likes to lug, the FE doesn't mind being revved, and things get clicking along fairly quickly when the terrain opens up. Sixth gear is fine for all but the most heroic desert racers.

I found the layout of the Husaberg extremely comfortable, especially for a thumper. The chassis and engine feel as narrow as a motocrosser, with no bothersome bulges to hinder moving around on the bike. I did, however, continually snag the top of my boot on the left side panel. The slim fuel tank holds 2.2 gal-



Both the Ohlins shock and the front WP fork are set up on the stiff side.

## "I'll probably never have a day



I'll probably never get to come screaming out of retirement to win in the year's toughest, most prestigious road race. But I still enjoy riding hard, and as well as I can. So even if I can't handle a bike quite like Eddie Lawson, I can get his brand of tires — Dunlop® tires. With wins in six of Daytona's seven Speed Week events, and the largest contingency payments of any tire manufacturer, Dunlop is doing more than winning races — Dunlop's developing better tires. And that's great for guys like me, because I can use every advantage I can get."

Daytona winners Eddie Lawson in Superbike, Britt Turkington in 750cc Supersport, Miguel DuHamel in 600cc Supersport, Jim Filice in 250cc Grand Prix, Mike Hale in Harley-Davidson Twin Sports, and Team Suzuki in GTO 90 Minute Endurance, helped Dunlop lead the way with 18 of 21 possible podium positions.

For a closer look at the winningest brand of tires in the world, visit your nearest Dunlop Performance Center.



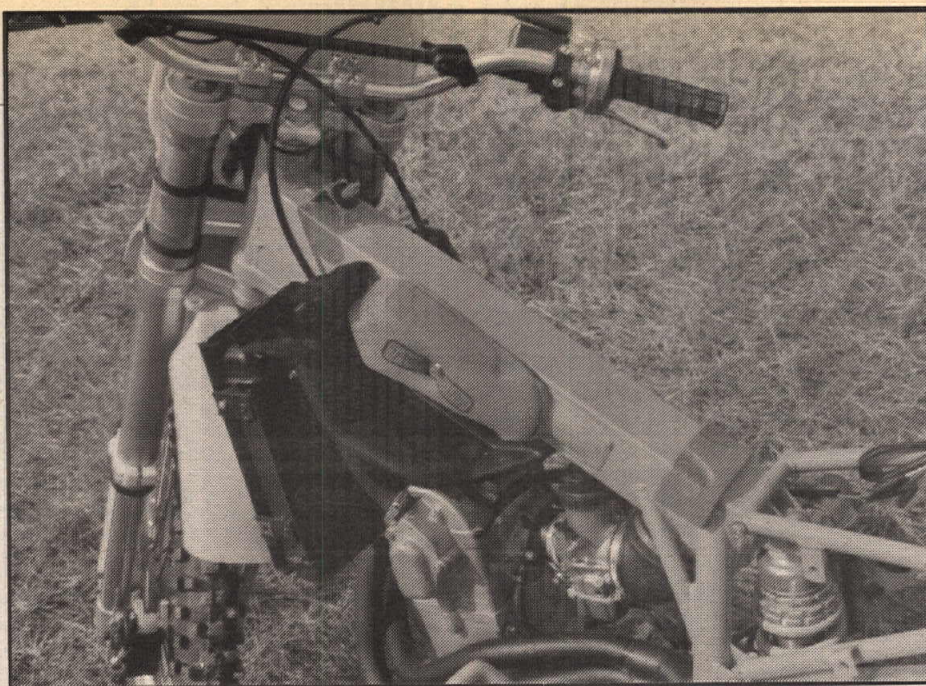


lons, enough for normal enduros, but the auxiliary pod would be welcome for Baja-type contests.

The Magura levers are on the large side for riders with small hands, and the compression-release lever gets in the way until it is rotated around backwards. Clutch pull is not offensive at first but my hand began to tire in rough going, when I was forced to slip the plates to keep from stalling. Husaberg chose to go with a more progressive clutch-lever ratio this year, which makes for more feel at the cost of stiffer pull. When jumping, the longer lever throw makes it difficult to completely disengage the clutch to allow locking the rear brake in the air.

While I didn't find them to be a major problem, some riders will no doubt detest the narrow pegs. Though slim front to rear, the pegs are long, which aids in foot support. The rider's left toe tends to catch on the shift lever, causing false neutrals at inopportune moments. Both brakes are fair, offering good feel but lacking the power of Honda binders.

One of the 501's strongest assets is its 249-pound claimed dry weight. For comparison, the new Kawasaki KLX tips the scales at a claimed 276 pounds. How Husaberg does it remains a mystery, but some of the weight savings must be attributed to their minimalist approach; there are absolutely no extraneous parts - brackets, etc. - on the FE, which also eases maintenance. Still, the Husaberg feels solid and strong. The light weight translates into a very flickable bike - and not just for a four-stroke; many two-strokes require more effort to throw



Air is drawn through the filter and down the frame's backbone before reaching the carburetor. A single, large radiator handles the cooling duties.

around. Maneuvering the 501 back and forth through the trees is a joy.

Stock, I wasn't completely happy with the steering geometry of the FE. While the chassis felt stable over sand whoops and fast terrain, the front end wouldn't settle in turns, and the front tire wanted to push. I raised the fork in the triple clamps until the adjuster caps nearly touched the handlebars, which helped considerably. The bike carved through the turns much better, though headshake became a problem when chopping the throttle at high speeds.

Both the WP fork and shock are set up quite stiff. We rode the bike on an

MX-style track, and it didn't bottom over most of the jumps. The suspension is balanced, and soaks up whoops without packing down or rebounding wildly. Western riders will no doubt find the suspension perfect as is, while those in the East may opt for softer springs for woods racing.

At the end of my day of riding, I was very impressed with the Husaberg. I would love to compete on the bike, in either the desert or the woods.

But is it worth the rather hefty price?

The answer to that question obviously will depend on each person's own financial situation, and a number of

other factors as well. The shortage of dealers must also be considered, as well as the lack of any warranty, but one thing's for sure - this four-stroke is no Swedish meatball! **CN**

*While Cycle News believes the foregoing test reliable, it is the opinion of the reviewers only and should not be relied upon in determining the performance or safety of the vehicle(s). The reader should make his or her own investigation*

#### Specification

##### Husaberg FE501

|                           |                                            |
|---------------------------|--------------------------------------------|
| List Price .....          | \$5895                                     |
| Displacement .....        | 502cc                                      |
| Engine Type .....         | Liquid-cooled, single-cylinder four-stroke |
| Bore X Stroke .....       | 92 X 75.5 mm                               |
| Compression Ratio .....   | 10.2:1                                     |
| Carburetion .....         | (1) Dellorto flat-slide                    |
| Ignition .....            | CDI                                        |
| Transmission Speeds ..... | 6                                          |
| Starting System .....     | Kick                                       |
| Fuel Capacity .....       | 2.2 gal.                                   |
| Wheelbase .....           | 59.6 in.                                   |
| Seat Height .....         | 38 in.                                     |
| Front Tire .....          | 3.00 X 21                                  |
| Rear Tire .....           | 4.50 X 18                                  |
| Front Wheel Travel .....  | 11.8 in.                                   |
| Rear Wheel Travel .....   | 13.1 in.                                   |
| Front Brake .....         | Hydraulic Disc                             |
| Rear Brake .....          | Hydraulic Disc                             |
| Final Drive .....         | Chain                                      |
| Claimed Dry Weight .....  | 239.8 lbs.                                 |
| Importer .....            | Husaberg America                           |
|                           | 1305 Hwy 61                                |
|                           | Festus, MO 63028                           |
|                           | (800) 748-8454                             |

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\* Sources: 1993 Official AMA and AMA/CCS contingency reports for Phoenix and Daytona Superbike, 250cc Grand Prix, 600cc and 750cc Supersport and U.S. Twin Sport classes.

Dunlop does not endorse speeds in excess of legal limits. Be a safe rider.

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# OFF-ROAD AMA National Championship Hare & Hound Series: Round 3



FILE PHOTO BY TOM VAN BEVEREN

Danny Hamel continued his win streak, scoring his third overall victory of the season.

## Hamel snares Rabbit Creek win

By Mike Thuleen

MURPHY, ID, MAR. 21

The question wasn't so much as to who would win the Dirt M.C.'s Rabbit Creek National Hare & Hound, but who would come in second. It was no surprise when defending National Champion Danny Hamel took the checkered flag - just look at his recent racing record. The Team Green rider has won nearly every National round over the past two years. Hamel's win added to his thus-far perfect tally in the eight-race series.

Hamel led from start to finish, but second place was certainly not decided at the start. Hamel's teammate Larry Roeseler "settled" for runner-up honors, despite getting off to a mediocre start. Completing Kawasaki's 1-2-3 sweep was Utah's Brandon Gerber.

Rain prior to race day made conditions nearly perfect. When the banner dropped signalling the start of the two-loop race, Hamel powered his

Kawasaki KX500 to the front of the pack. Ty Davis and Rex Staten, competing in the Vet class, held on to the second and third positions, ahead of David Ondas, Greg Zitterkopf, Brandon Gerber, Ted Hunnicutt, Tom Ady, Mark Lundgreen and Dan Richardson. Other riders in close pursuit were Paul Pitts, who eventually hit a rock and dropped back, Aaron Huntington, 125cc racer Jeff Capt and local favorites Todd Peugh, Ron Wehr and Curtis Dice.

The riders jumped off the fast section into a tight wash and began stacking up while the top-positioned riders started their big getaway. In the wash, Jeff Capt moved up on his 125, putting the pass on Huntington, while Dice nabbed a few positions. Roeseler and Vet rider Joe McCormick were catching some passes on their way towards the front.

At the first gas, Hamel held over a minute lead on Davis and Staten.

Ondas, Hunnicutt and Roeseler followed, with Zitterkopf, Gerber, Jim Gray and Richardson battling behind them.

Shortly after the gas, Staten bailed. "Everything was going good, but my bike started to seize. While I reached down to use the choke, I hit a rock and went down and got back up in fifth."

After Staten crashed, Hunnicutt dropped out. "A radiator hose clamp broke and the hose came off. My bike got hot, was pinging, and losing power, so I pulled off. I fixed it, but by that time the second wave was going by," said Hunnicutt.

But now chaos engulfed the event, as Davis explained: "I was in second and I came into a check. The course dropped off into a big 'U'. I thought I saw Hamel up on the ridge and saw his dust, so I took off up the trail. But sure enough, it was the wrong way and I had to come all the way back."

The course then zipped up into a series of washes leading into the mountains. "I was going up the wash," related Mark Lundgren. "Then the next thing I knew, there were no markers. There were about 30 of us just hunting around for the course. It got kind of hairy - there were people riding backwards on the course - it was really confusing. Finally, I got back on the course, but it was really dangerous in spots, which made it tough to pass slower riders."

Many of the top riders got lost at this point, prompting a post-race protest by Greg Zitterkopf. The protest was filed because Zitterkopf believed some of the riders missed a check. After an extensive discussion, the organizers decided to allow the results to stand, but forwarded details of the situation to the AMA for further, if necessary, consideration. On Friday, March 26, the AMA announced that several riders had been disqualified. While Thuleen's report, which was filed earlier in the week, does not reflect it, the following riders were disqualified for missing a check that 75% or more of the entrants did not miss: Brandon Gerber, Curtis Dice, Todd Peugh, Aaron Huntington and Rex Staten... Editor.

Hamel then cruised into the pits with a several-minute lead on Roeseler, who hadn't gotten lost. "I didn't get a good start, so I just hammered my way through traffic. I finally got into second about three-quarters of the way around the first loop," explained Roeseler.

Right on Roeseler's heels off the twisty, whooped trail was Gerber. "I figured Larry knew how to ride this stuff, so I made sure to get right behind him and do what he did," related Gerber.

Dice was held fourth overall, with Staten and Peugh right behind him. Richardson showed up in seventh, followed by Huntington, Wehr, and McCormick. Davis, who once held second, came through in the 20s.

Out on the second loop, Hamel retained his lead and enjoyed the mountain trails of the course. Roeseler, several minutes back, held off Gerber.

"I finally got into second," said Roeseler, "And at that point Danny was pretty far gone, so I just hung onto second and rode my race."

Richardson kept up his strong pace and picked off some riders. "It was rough out there," exclaimed Dice. "Richardson caught up to me going down through the fast cowtrail stuff, and I let him by, then I started racing with him. I was doing well until he wore me out and I started making mistakes...then away he went."

Dice also had a good race with Peugh, but managed to hold him off.

Staten dropped back, victim of a flat tire. "I got a rear flat two miles out in a sandwash and I rode the rest of the race

with it. Six guys got by me then and I was hating life. I couldn't ride those ridges very fast with it." Wehr, who is getting married next week, dropped back as well. "I got tired! I got passed by three or four guys in the last 10 miles."

In some of the washes, people began to get stacked up. Ady explained, "I got stuck in a bottleneck with about eight people going up one of the creeks when one guy couldn't get up the hill."

Hamel nose-wheeled into the finish chute, scoring yet another overall victory. "I couldn't ask for a more perfect race," Hamel said. "Everything went picture perfect. I wanted to get a really big lead at the start and sit on it from there and not take any chances. And that's what happened."

Roeseler finished second, with Gerber third, about a half-minute back. Richardson came in next, with Dice, who won the Vet class, and Peugh, the 250cc class winner, showing up shortly afterward. "I caught up to Dice, but he looked back and gassed it. Then I had to stop for gas and he got away. Then Richardson and I battled. He's got a wide-ratio gearbox in his CR500R Honda - scary. I was getting pretty pooped, then he was gone."

Huntington finished next to garner the runner-up position in the 250cc class. Zitterkopf grabbed eighth overall, third in the 250cc class, with Ondas and Staten rounding out the top 10.

Early leader Davis finished 15th. "I just kept passing and passing people, but I ran out of time."

With a 16th overall placing, Capt won the 125cc class over Ed Price and Rob Flagler.

In 20th overall, Dan Harte won the Four-stroke A class on a Husqvarna over Michael Protzman and Tim Mount.

Charlie Spellman took the Over 40 class win with his 30th overall finish, while class runner-up Tom Holmes came in four places back in the overall tally.

Preston Gerber, Brandon's father, rode yet another good race and grabbed the Over 50 class victory over Carl Weskamp. **CN**

### Results

**O/A:** 1. Danny Hamel (Kaw); 2. Larry Roeseler (Kaw); 3. Dan Richardson (Hon); 4. Greg Zitterkopf (KTM); 5. David Ondas (Kaw); 6. Joe Kopp (Kaw); 7. James Gray (Kaw); 8. John Braasch, Jr. (Kaw); 9. Ron Wehr (Kaw); 10. Ty Davis (Kaw); 11. Jeff Capt (Kaw); 12. Joe McCormick (ATK); 13. Mark Lundgreen (KTM); 14. Paul Pitts (Suz); 15. Dan Harte (Hus); 16. Steve Pitts; 17. Tony Allen; 18. Brian Ellington; 19. Galvin Hoyer; 20. Ed Price.

**OPEN A:** 1. Danny Hamel (Kaw); 2. Larry Roeseler (Kaw); 3. Dan Richardson (Hon); 4. David Ondas (Hon).

**250 A:** 1. Greg Zitterkopf (KTM); 4. Ron Wehr (Kaw); 5. Paul Pitts (Suz).

**125 A:** 1. Jeff Capt (Kaw); 2. Ed Price (KTM); 3. Rob Flagler (Suz); 4. William Perkins (Yam); 5. Brian Brown (Kaw).

**4-STRK A:** 1. Dan Harte (Hus); 2. Michael Protzman (Hon); 3. Tim Mount (Hus); 4. Wiley Rasmussen (Hus).

**+30 A:** 1. Rex Staten (Kaw); 3. John Braasch, Jr. (Kaw); 4. Joe McCormick (ATK); 5. Jack Morgan (KTM).

**+40 A:** 1. Charlie Spellman (Kaw); 2. Tom Holmes (KTM); 3. Lyle Duronso (Yam); 4. Don Toussaint (Hon); 5. Jack Morgan (KTM).

**+50 A:** 1. Preston Gerber (KTM); 2. Carl Weskamp (Yam).

**WMN:** 1. Jenny Kouba (Kaw); 2. Debbie Kane (Yam).

**OPEN B:** 1. Chuck Worley (Kaw); 2. Jim Alexander (Hon); 3. Kent Funkhouser (Hon); 4. Ken Cresaps (Hon); 5. Joe Mullikin (KTM).

**250 B:** 1. Lance Bernadot (Yam); 2. Lonnie Sparks (Kaw); 3. Mitchell Smith (Hon); 4. Cliff Burge (Kaw); 5. Jarrett Wyman (Kaw).

**125 B:** 1. Robert Von Barga (Kaw); 2. Chad Bushman (Kaw); 3. Scott Trosper (Hus); 4. Gregory Rolfe (Kaw).

**4-STRK B:** 1. John Frederick (Hon); 2. Mark Leister (Yam).

**+30 B:** 1. James Stott (KTM); 2. Tom Shivers (Hon); 3. Wayne Turner (Hon); 4. Jay Price (Hus); 5. Wyatt Foss (Yam).

**+40 B:** 1. Wade Tuma (Yam); 2. Jerry Allen (Yam); 3. Red Robinson (Kaw); 4. Hook Taylor (Hon); 5. James Camp (KTM).

**+50 B:** 1. Bob McKeen (Hus); 2. Ollie Todd (Hus); 3. Charles Brighton (Hon); 4. Wayne Young (Hon); 5. Joe Munkoff (Hon).



# Plessinger bounces back with Moonshine win

By Davey Coombs

Photos by Ron Harlow and Fred Bramblett

CADIZ, KY, MAR. 21

After starting the 1993 season with a disappointing DNF at the series opener in Texas, defending National Champion Scott Plessinger got back on track with a solid ride and a win in the rocks and ruts of the Moonshine Hare Scrambles. The KTM factory pilot secured the lead near the halfway point of the three-hour long race, and never let up until he crossed the checkered flag. Finishing approximately five minutes behind Plessinger was Team Suzuki's Rodney Smith, whose result, combined with a runner-up finish to Scott Summers at round one, was good enough to wrest the series points lead from Summers, fifth at Kentucky.

KRW Cycles/MSR/Arai/Tsubaki/Duralube/Metzeler/Smith/FMF/Power Bar/EBC/Sprockets Plus/Ceet/KK Cycle/WP/Acerbis/Renthal/Boyesen/Twin-Air/Flambeau-backed Plessinger rode a Kirk Batielle-prepped KTM 250SX to the victory. "This one sure feels good," said the 25-year-old Plessinger, who also won the Moonshine National in 1990. "I really messed up at the first round of the series in Texas and didn't know how things would go today. I haven't ridden for three solid hours since November, but I've been training real hard so that I would be ready if it came down to the last lap."

Team Green/Scott/Dunlop/Pro-Circuit/Answer/Kawasaki of Nashville/Sarges Cycles-backed Robert Patterson placed third overall behind Plessinger and Smith, with Yamaha's Jan Hrehor and Summers, each of whom suffered through bike problems on the difficult Moonshine course, completing the top five overall.

The Moonshine National was held at a brand-new location at Golden Pond, an area that is within the boundaries of the Tennessee Valley Authority's Land Between The Lakes, a 170,000-square-acre National Recreation Area. (One section of the course ran along the beach of Kentucky Lake). The course was designed by Bobby Thomas and the West Kentucky Trail Riders, and measured approximately 10 miles in length; the leaders would put in seven laps. This is the ninth-straight year that the club has held a National, and the Trail Riders have been putting on off-road events since 1970. Showers on the eve of the race meant that the 283 competitors would be constantly challenged by ruts and hills, which grew more difficult as the race progressed.

"When I went out on Friday and walked the course, I was thinking that it was going to be really fast," said Smith, who was formerly a top competitor on the World Championship 250cc MX Series. "But the rain really slowed things down. It made for a fun race, because riders were competing with the track more than we were with other riders. It was all about picking the right lines and not getting stuck out there."

Doug Blackwell captured the early lead ahead of Plessinger, Shad Ricketts, Duane Conner, Patterson, Hrehor, Tony Hendon and Summers. Smith was the last man to leave from the dead-engine AA-class start when his Suzuki failed to fire until the fourth kick.

"I got by 10 guys pretty fast, but then I got hung up behind two guys for the longest time," said the American Suzuki/Thor/Bieffe/Alpinestars/Smith/Power Bars-sponsored Smith, who is contesting the hare scrambles circuit for the first time this year. "I crashed twice trying to get around them, but then I finally went by on the second lap and got away for good. I'm not sure who they were; I still don't know my way around very well."

"I crashed in the first turn and started out dead last," said the Kawasaki-mounted Patterson, who was picking himself up off the ground when Smith made it to turn one. "It was pretty slick in the corner because it's just a grass field. I hit third gear and the bike just went out from under me. I passed seven or eight people right away, but then I hit a root and went over the bars. Then had to pass them all again."

"I crashed really hard on the first lap down by the lake," admitted Plessinger. "I was following Scott (Summers) and Duane (Conner), but when we got to the rocks I took a bad line and got off pretty good. Nobody was close enough to pass me, but it really shook me up for a moment." Team Husqvarna's Conner also crashed in the notorious section and would retire from the run.

While Smith and Patterson were forced to fight through from the back, Ricketts and 21-year-old Blackwell led throughout the first lap, though Summers was making strides behind them. The Honda XR600 hero worked his way past both of the early contenders on the second loop, and was able to complete that lap with an 11-second advantage on Team Green's Blackwell, who in turn held a lead of 40 seconds on Plessinger and Ricketts. At the scoring barrels one lap later, Summers' lead measured 28 seconds on new runner-up Plessinger and Blackwell.

Summers has won the Cadiz National three times in his career ('89, '91 and '92), and seemed well on his way to win number four when disaster struck. "I was about two minutes ahead when I wrapped my shifter back under the frame on the fourth lap," said American Honda/Answer/Oakley/Bridgestone/Arai/White Bros.-backed Summers. "I had to lay the bike down, take out all my tools, and work on the thing for four or five minutes. I had to snip the cable that usually keeps it from bending, which was a big mistake. After that I must have pretended the shifter a dozen times. Well, at least I won the first three laps!"

Plessinger moved into the lead as Summers worked frantically by the trail, and the KTM pilot immediately hit the afterburners. At the end of the fourth lap Plessinger was two minutes and 40 seconds clear of Smith, who had finally made his way into second after a miserable start.

Plessinger doubled his lead on the next lap after Smith banged his bike up in the ruts. "Starting the lap, I smashed my pipe in two when I dropped into one of the ruts," said Smith. "I thought I hit my brakes at first, but it was the pipe



Scott Plessinger (1) scored a come-from-behind win and jumped to third in the points.

dragging on the ruts. Then I stalled my bike in a rut and couldn't get my kick-starter out. I couldn't believe that nobody else passed me."

As it turned out, most of the other riders - with the exception of the long-gone Plessinger - were having problems of their own. Summers continued to struggle with his malleable shifter, while Patterson was still climbing through the ranks after his two early spills. Hrehor ran out of gas when he and his pit crew had a communications breakdown. The Czech rider experienced problems with a clogged breather hose on the second lap, and felt that he was running out of gas, so he added some fuel that he was carrying in his fanny pack. When Hrehor made it back to the pits his crew, seeing a quarter-tank of gas, felt that he could go three laps before stopping again. Instead, Hrehor ran dry one mile outside the pits. Ironically, Blackwell, who was having a fine outing, also ran out of gas.

"I just never let up, even after my pit crew told me to ease off a little," said Plessinger. "With all the ruts and mud out there you could get yourself in trouble real fast. I just stayed focused and kept up the pace the whole time. I really felt like I could do no wrong today. It felt so good to ride like that all day long."

Plessinger crossed the finish line with a massive lead of more than five minutes on Smith, who lost his visor late in the race when he crashed between two trees near the lake. Fortunately for Smith, Summers was not there to capitalize on the late miscue.

"Towards the end I worked into third, right behind Rodney, but I kicked up a rock and derailed my chain along the lake," said Summers. "It wadded it up on the back sprocket. That got Jan (Hrehor) and Patterson past me. We had a great race those last two laps, probably because we were all having problems."

Summers' late bid to overtake the upstart Patterson and Hrehor failed by just a few bike lengths. The three of them raced across the checkered flag in a quick, single-file parade with Patterson at the point.

"I guess this is a career-best, certainly the best I've ever done in the AA class," said Patterson, who was the 250cc A class runner-up in the '92 series. "Cadiz is just a couple of hours from where we live in Tennessee and we race a lot in Kentucky. In fact, I won the Mid-South race here in November at this track."

Hendon secured fifth overall while early leader Ricketts nabbed seventh. Bare Bros. Racing/MSR-sponsored Duane Miller topped the 250cc A class and finished eighth overall ahead of Canadian Suzuki rider Blair Sharpless and 21-year-old Steve Leivan.

The Open A class winner at Cadiz was Yamaha WR500-mounted Tommy Harris, who also climbed up to 16th in

the overall tally. Class runner-up Jack Bailey figured into the overall tally as the 19th place rider. Longtime trail master Jeff Fredette guided his Kawasaki KDX200 to the 200cc A class victory, with fellow Kawasaki rider Kevin Brandon scoring second-place honors.

Defending series class champion Jared Greene bettered fellow Honda riders Curt Wilcox and Joseph Lawson to win the Four-Stroke A battle and Honda-mounted Ron Ribolzi proved himself fastest in the Vet A race.

Among the amateur and support classes offered at the Cadiz National was a two-man team class in which duos share one bike and take turns riding laps. There were 34 riders entered in the unique division and the team of Alan Randt and Martin Kehlmeier emerged victorious. **CN**

## Results

O/A: 1. Scott Plessinger (KTM); 2. Rodney Smith (Suz); 3. Robert Patterson (Kaw); 4. Jan Hrehor (Yam); 5. Scott Summers (Hon); 6. Tony Hendon (Suz); 7. Shad Ricketts (Hus); 8. Dwaine Miller (Kaw); 9. Blair Sharpless (Suz); 10. Steve Leivan (Yam); 11. Jeff Fredette (Kaw); 12. Kevin Brandon (Kaw); 13. Leigh Letellier (KTM); 14. Kelly Getz (Hus); 15. Ron Palermo (Yam); 16. Tommy Harris (Yam); 17. Doug Jones (Kaw); 18. Mike Sampson (Kaw); 19. Jack Bailey (Hon); 20. Jared Greene (Hon).

AA: 1. Plessinger; 2. Smith; 3. Patterson; 4. Hrehor; 5. Summers.

OPEN A: 1. Harris; 2. Bailey; 3. Richard Bryan (KTM); 4. John Vincent (Yam); 5. Jeff Sledge (Hon).

250 A: 1. Miller; 2. Sharpless; 3. Getz; 4. Jones; 5. Sampson.

200 A: 1. Fredette; 2. Kevin Brandon (Kaw); 3. Andy Clegg (Kaw); 4. Craig Hayes (Hus); 5. Chad Thornburg (Kaw).

4-STRK A: 1. Greene; 2. Curt Wilcox (Hon); 3. Joseph Lawson (Hon); 4. Jay Hall (Hus); 5. Don Bohn (KTM).

VET A: 1. Ron Ribolzi (Hon); 2. Gary Copeland (KTM); 3. Phillip LeMere (Hon); 4. Greg Holden (KTM); 5. Brian Erwin (KTM).

SR A: 1. Al Hejlek (Hon); 2. Alan Brutto (kaw); 3. George Lawson (ATK); 4. John Hoffman (Hus); 5. John Gott (Kaw).

S/SR A: 1. Emmett Cox (Yam); 2. Gorman Smith (Hon); 3. Dave Coombs, Sr. (Yam); 4. Robert Caplinger (ATK); 5. William Root (ATK).

OPEN B: 1. Robert Reed (KTM); 2. Jason Jennings (KTM); 3. John Bradley (KTM); 4. Kirk Tolly (KTM); 5. Erik Borg (KTM).

250 B: 1. Cody Maxwell (Kaw); 2. Mark Kendall (Kaw); 3. Lee Lankutis (Hon); 4. Raymond Patterson (Suz); 5. Jim Parson (Kaw).

200 B: 1. Darin Phillips (Suz); 2. Todd Boone (Kaw); 3. Rick Shell (Yam); 4. Todd Reed (Yam); 5. Mike Stinson (Yam).

4-STRK B: 1. Eddie Taylor (Suz); 2. Charles Bailey (Hon); 3. Phillip Barker (Hon); 4. Daryl Gaitan (Hus); 5. Steve Underwood (Yam).

VET B: 1. Rick Roysdon (Kaw); 2. Ricky Miller (Yam); 3. Greg Prince (Hon); 4. Dallas Mayer (Yam); 5. Scott Blankenship (Yam).

SR B: 1. Ronnie Hackett (Suz); 2. Kenneth Eddy (KTM); 3. Jim Yount (Hon); 4. Barry Johnson (Hus); 5. Foster Pearson (Yam).

S/SR B: 1. Carl Donelson (ATK); 2. David Sanders (Kaw); 3. Ted Kilvington (ATK); 4. Gerald Fredrick (Yam); 5. Steve Thomas (ATK).

L/W TRAIL: 1. Kyle Pulley (Kaw); 2. William Hogue (Kaw); 3. Paul Wright (Yam); 4. Guy Stump (Kaw); 5. Aaron Penton (Hus).

H/W TRAIL: 1. Tim Crain (Yam); 2. Deron McKay (Suz); 3. Don Horning (Hon); 4. Mitchell Mowery (Yam); 5. Leonard Harris (Hon).

WMN: 1. Holly Tremaine (KTM); 2. Debi Kaufman (Kaw).

TEAM: 1. Alan Randt/Martin Kehlmeier (KTM); 2. Clay Stuckey/Taras Massey (Kaw); 3. Jeff Estes/Jeff Rummage (Kaw); 4. Mark Hosbach/Rod Thurley (Hus); 5. Mike Sanders/Mike Taylor (Hon).

AMA NATIONAL CHAMPIONSHIP HARE SCRAMBLES SERIES POINT STANDINGS: 1. Rodney Smith (50); 2. Scott Summers (46/1 win); 3. Scott Plessinger (30/1 win); 4. Shad Ricketts (29); 5. Robert Patterson (25); 6. Kent Howerton (21); 7. Steve Leivan (20); 8. (TIE) Jan Hrehor/Duane Conner (18); 10. Kelby Pepper (16).



# INTERVIEW Dirt tracker Dan Ingram

By Donn Maeda

Take a stroll through the pits at any Grand National dirt track race, and you'll most likely see a few of the racers comparing lines, bike setup, and even sharing a laugh or two. But just as often, you'll probably see Dan Ingram sitting alone in the M&M Racing pits staring off into the distance and keeping to himself.

"I'm a little quiet, and I just like to do my own thing and try to stay focused," said the 28-year-old Indianapolis, Indiana, native. "I've been called shy, but... nah, I'm not."

Quiet? Yes. But put a helmet on Ingram and he's anything but quiet. On the track, the second-generation racer takes on a whole different personality, a loud one that has carried him to three Grand National wins, his most recent coming in start-to-finish fashion at the season-opening Daytona Short Track.

"It's funny," said Ingram, the son of Sam Ingram, a former dirt tracker of the 1960s and '70s who perhaps received the most attention for claiming a Yamaha motor from Kenny Roberts at his hometown race, the Indy Mile in 1974. "I've always wanted to gain the reputation as a good mile racer, but it seems like most of my wins are coming on short tracks. What's up with that?"

Ingram's first-ever National win did come on a mile track, though, at the Syracuse Mile in 1988 on then Grand National Champion Bubba Shobert's personal Honda RS750. At the time, Shobert was a member of the powerful Honda factory team and he and his mechanic, Skip Eaken, offered Ingram a ride aboard Shobert's personal back-up machine.

"I had been riding Eddie Adkins' Harley-Davidsons in 1988," said Ingram. "But I jumped at the chance to ride Bubba's Honda."

Ingram made his debut aboard Shobert's Honda at the '88 DuQuoin Mile where he finished an impressive fourth, before posting a second at the Springfield Mile and then winning at Syracuse.

"I couldn't believe how much faster the Honda was," said Ingram. "I kept asking myself why I didn't get on one three years earlier. I went from being a guy that barely made the top 10 to a race winner. Even though I had won a race, I was still kind of awe-struck being pitted with the champion. It was cool."

In 1989, Shobert left the dirt track ranks to further pursue his career in road racing, and Ingram found himself paired with veteran Steve Morehead as a member of the Eaken/Sponseller Racing Team. Shobert's former mechanic Eaken, along with racing enthusiast Mike Sponseller, a well-heeled contractor, sponsored the two riders aboard a pair of former-factory Honda RS750s. Ingram went onto enjoy his most-successful season to date, finishing third overall.

"I didn't get another win, but I finished in the top five six times and was only out of the top 10 once," said Ingram. "I was totally jazzed, I had never done that well before."

Ingram carried that momentum into 1990, and he won the Grand National Series opener, the Daytona Short Track.

"I felt like that really could've been my year to win the championship," said Ingram. "I was pumped up and ready for the rest of the series."

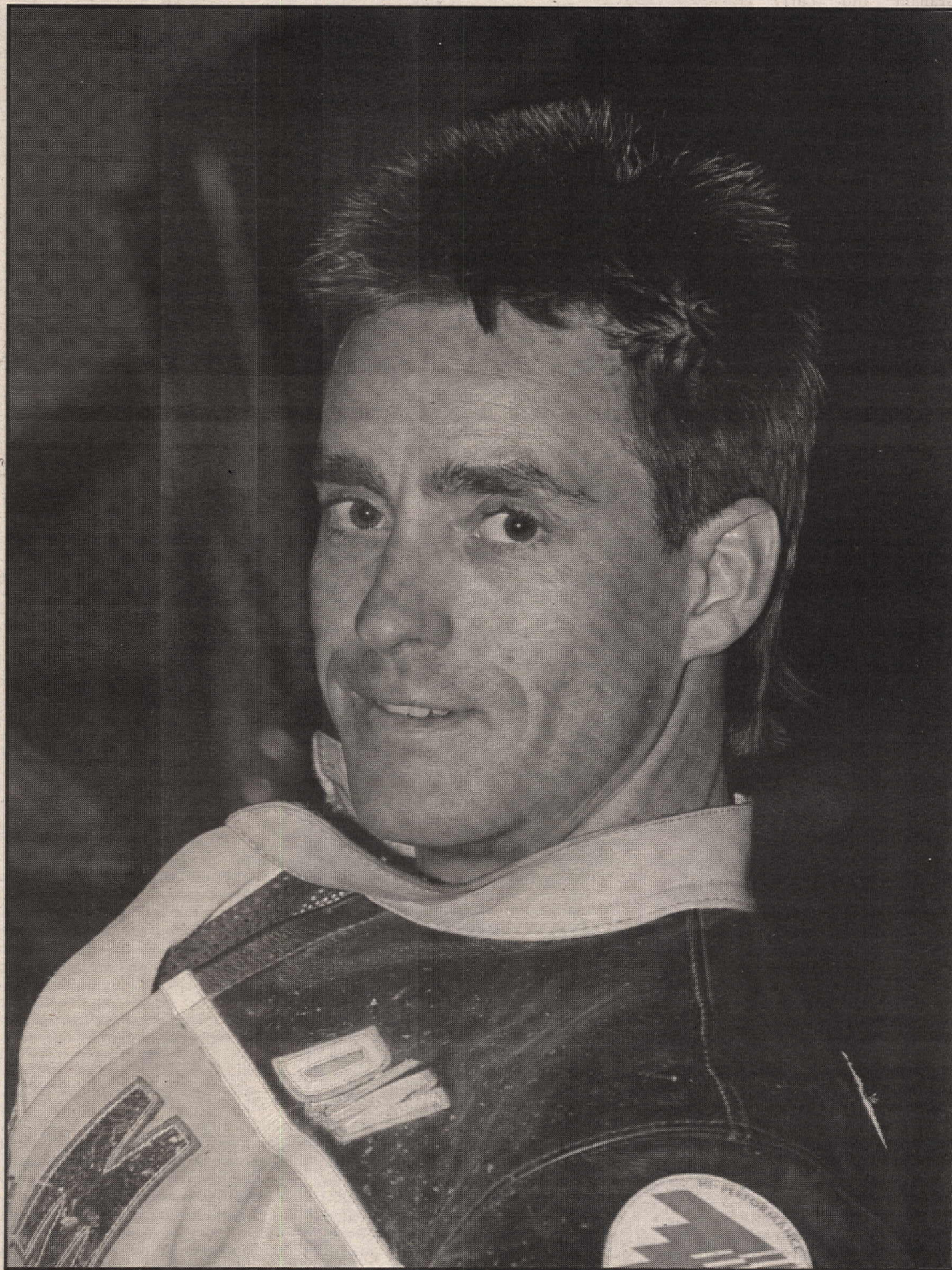
But things soured for Ingram, as he and Eaken had a falling out midway through the season and parted ways.

"It's nothing that I really care to talk about," said Ingram. "Skip and I just had a falling out. I still liked Skip - he's a good guy - we just couldn't work together anymore."

## Hoosier hot shoe

chased the late Steve Eklund's Honda RS750 and hired Ingram to race it. But lack of mechanical experience caused the team to flounder at many of the races with improper bike setup and engine failures.

"They're good guys, I just don't think that they knew what they were doing,"



When Ingram left the team, he was third in the series point standings and had little trouble finding a motorcycle to finish the season on. Ingram paired with 1969 Grand National Champion Mert Lawill, who provided him with a Harley-Davidson XR750 to race.

"I was excited to race one of Mert's bikes because I had heard that they were really good," said Ingram, who struggled to adapt to the Harley and slipped to sixth in the final standings. "But they just weren't fast enough. I don't think

that Mert really had his head in it, though, because he had so many other things going on."

The following year was a nightmare for Ingram, as he failed to find a full-time sponsor throughout most of 1991 and finished the series 15th overall.

"I was riding bikes here and there, but I didn't have anything secure at first," said Ingram. "But about halfway into the season I got a ride with A&R Racing."

A&R Racing - namely Californians Craig Rogers and Louie Aruta - pur-

said Ingram. "All we had were problems, problems, problems. The bike blew up a few times and then they asked me to cough up some money to fix it. I said, 'Wrong,' and that was pretty much the end of that. Now they have Will Davis racing it and he's doing good. They hired Dennis Town to tune it. That was the smartest thing they could've done."

After parting ways with Aruta and Rogers, Ingram swallowed his pride and gave Eaken a call.



"All I said was, 'Hey Skip, I'm really hurting for a ride,' and he said that he had a bike for me to ride," said Ingram.

In 1991, Eaken fielded a two-man team comprised of two-time Grand National Champion Ricky Graham and Larry Pegram, but released Graham near the end of the season after he had a couple of run-ins with the law due to a drinking problem which he has since conquered. Ingram took Graham's place for the last three races of the season and was happy to be back aboard the familiar Honda.

It was during the off-season that Ingram made contact with Mike Morr, a longtime enthusiast who had left his job as a mechanical engineer to follow the Grand National circuit.

"I had called Skip again and told him I needed a ride, and he said, 'Here, call this guy. He just bought all of my Hondas,'" said Ingram. "Skip decided to switch to Harleys, and he sold all of his stuff to Mike. They had been friends for a long time - they used to work in a motorcycle dealership together. I gave Mike a call and we struck a deal on the phone."

That winter, before the start of the 1992 season, Morr stayed at Eaken's house in Ohio, learning the ins and outs of setting up and rebuilding the Honda RS750s and XR600s that he had purchased.

Ingram showed up at Daytona decked out in a set of yellow-and-black leathers -complete with the familiar set of red lips on his left butt cheek - ready to do battle aboard the M&M Racing Hondas.

"The lips have become sort of a tradition," laughed Ingram. "I crashed at the Hamburg Half Mile in '88 and wore a hole in the butt of my leathers. Rather than have a plain ol' square patch sewn on, I thought a set of lips would be cool."

Ingram finished second at Daytona and matched that feat at the Oklahoma City Half Mile, but otherwise seemed to struggle with bike setup and also fell victim to a few tire failures.

"Last year was a good learning experience for me and Mike. We had to learn how to work with each other and how to set up the bike," said Ingram, who finished the season tied for eighth.

This year, with one season together under their belts, Ingram and Morr returned to Daytona and emerged victorious. Ingram led every lap of that race, but unlike many of his competitors who looked rusty from the long winter, he looked loose and comfortable.

"I think I had an advantage over a lot of the other guys because I've been racing on the ice all winter long," Ingram said. "This winter I won my fifth-straight Invitational Indoor Ice

Race Series Championship. I think that being on the ice helps keep me sharp and ready for the start of the new season."

At the ice races, Ingram pilots a machine owned by Byron Molloseau, a longtime tuner who also wrenched Garth Brow to six-consecutive indoor ice race titles (1982-87).

"Byron is the absolute ice racing wizard," said Ingram. "He knows exactly how to set up a bike and especially the (studded) tires. The tires are real critical on the ice."

And when he wasn't ice racing, Ingram spent the winter training in preparation for the start of the regular season.

"I like to go running with my dog Carly," said Ingram. "We run down the railroad tracks behind my house almost every day. I'd say I run about two or three miles a day. That and trail riding on my Yamaha YZ490 is about all I do to

train, I don't believe that a person needs to pump iron to be in good shape."

After his daily training routine, Ingram spends his days working as a house painter.

"My friend owns the business, and he's real nice about letting me leave for the races," said Ingram. "I don't have to worry about my job being there when I get back."

At night, Ingram can most likely be found out in his garage "piddling around," with the radio blaring his favorite country music tunes.

"I like to work on stuff out in the garage. My newest toy is a water ski boat that I'm working on," said Ingram. "I don't go out a whole lot, I guess you could say that I'm as single as a dollar bill."

The railroad tracks that Ingram runs on carry him past Indianapolis Motor Speedway.

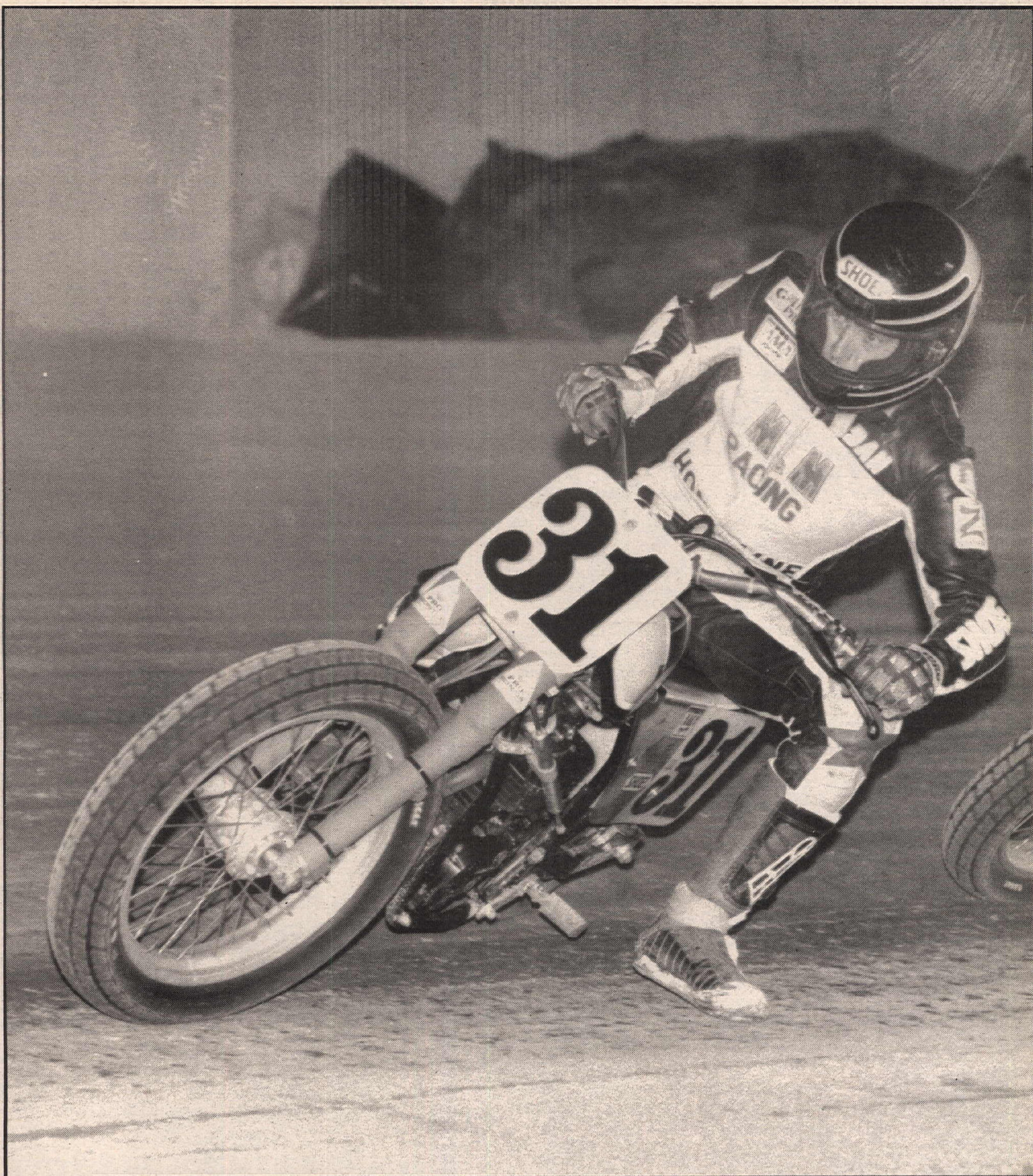
"I live in a racing man's town, that's for sure," said Ingram. "I want to race

dirt track for about five more years, but after that I'd like to get into car racing. Right now I'm getting ready to do some testing in a friend's sprint car, but, of course, my ultimate dream would be to race NASCAR."

But for now, Ingram has a more immediate goal - winning the Grand National Championship. With a win in the series opener under his belt, Ingram plans to attack the next 19 races with the same intensity in hopes that his success will carry over.

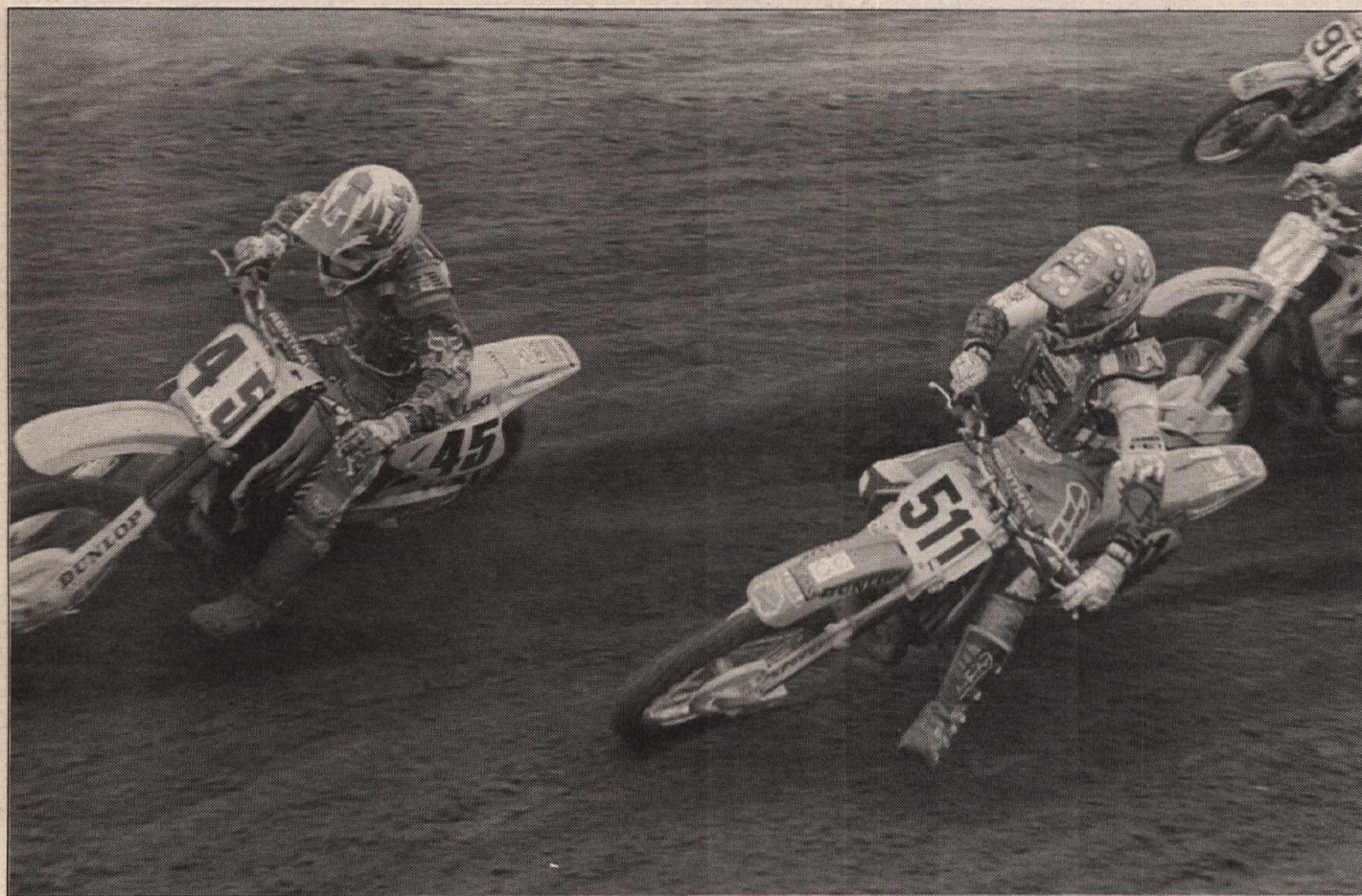
"I'm confident in Mike's tuning abilities and I know that I'll have a good bike to race at all of the races," said Ingram. "All I have to do is keep up my end of the bargain by training and trying my hardest. Mike and I want to take it race by race and reflect on last year's experiences, you know, learn from our mistakes and not make them again."

"I have a good feeling about this year."



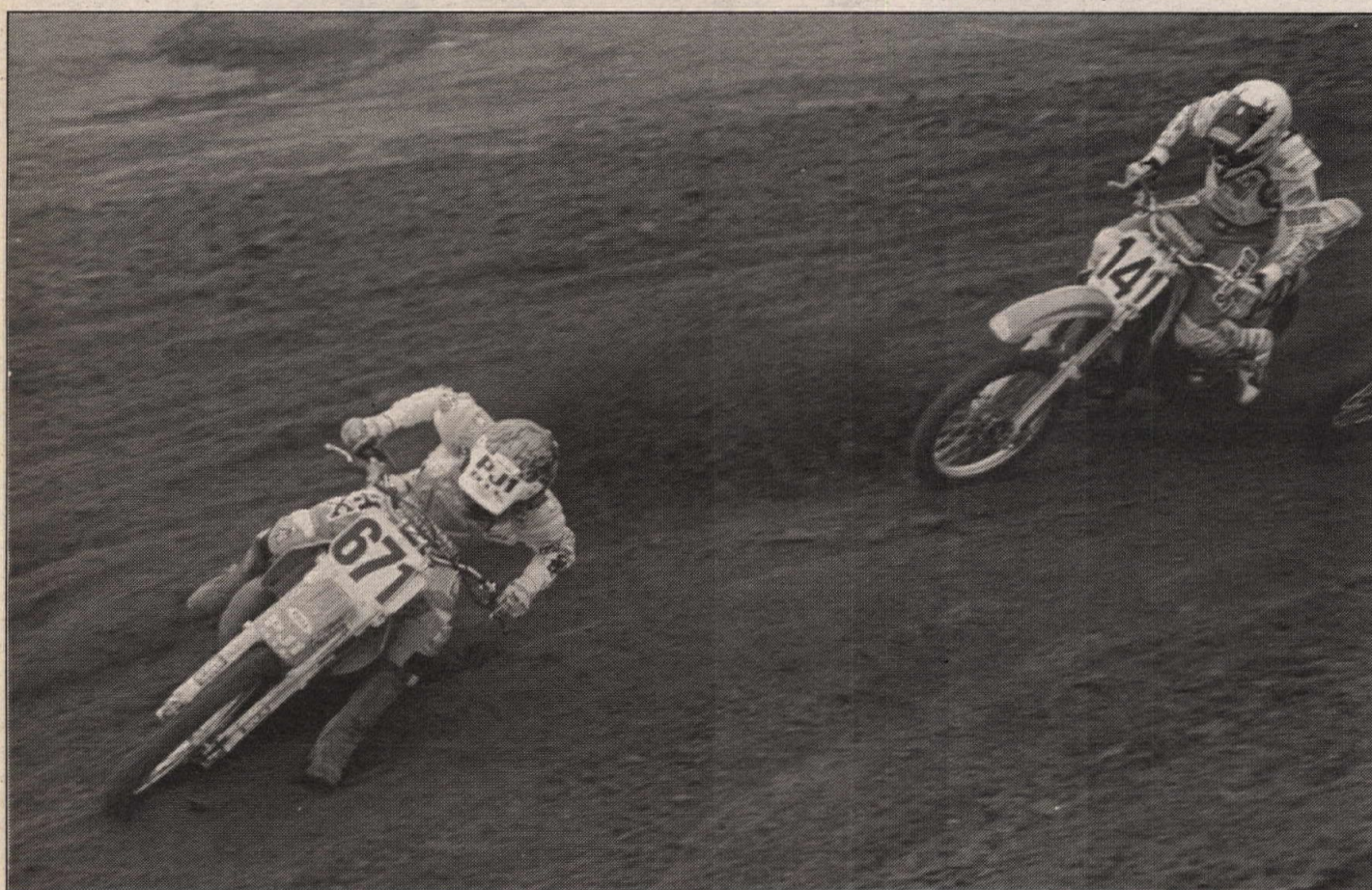


# MOTOCROSS Grand National Championship MX Final



Kevin Windham (511) and Freddie Mitchell (45) diced off the start. Windham won seven of the eight Intermediate class motos.

Robbie Reynard (671) and Craig Decker (141) went 1-2 in both the 125 and 250cc Expert classes. Reynard will turn pro in May.



## Reynard, Windham wail at Whitney

By Chris Jonnum

LAKE WHITNEY, TX, MAR. 19-21

If FBI agents really want to bring an end to their protracted standoff with cult-leader David Koresh, they should try enlisting the help of Robbie Reynard and Kevin Windham. In the GNC Finals at Lake Whitney Cycle Ranch, just 30 miles north of Koresh's fortified compound in Waco, the two Kawasaki Team Green riders handled

their fellow competitors in the Expert and Amateur classes with enough ease that getting the best of one self-proclaimed prophet should pose little problem.

Moore, Oklahoma's Reynard, who will be turning pro on his 16th birthday this May, had the least trouble with his competition, riding to easy wins in all

four motos of the 125 and 250cc Expert classes. Windham had a little more work cut out for himself, as he was entered in no less than four different divisions at Lake Whitney. The 14-year-old rider from Baton Rouge, Louisiana, who just last year was competing aboard minis, won seven of eight motos in the highly competitive 125 and 250cc

Intermediate and Stock Intermediate classes, earning overall wins in all but the 125cc Intermediate class. A first-lap pile-up in his final outing was the only thing that kept Windham from a perfect weekend.

"This is really my kind of track, because it starts getting rough towards the end of the day," said Windham. "I try to ride smooth, and that really helps when it gets whooped out."

"I've been training a lot and I can't wait to turn pro," said Reynard. "I was trying to ride hard out there to get in shape. I wish I was 16 now, so I could race at the Dallas Supercross and all the other ones. I feel like I'm ready."

Beginner classes ran under a deluge of rain on Friday, but GNC's Liz and Jerry Surber had the track prepared in time for the Novice, Intermediate and Expert divisions to be run on Saturday and Sunday. Low clouds and cool temperatures prevailed for the first round of motos, which was run on Saturday, but the sun crept out from behind the clouds in time for Sunday's second motos.

The event at Lake Whitney traditionally serves as the year's first major meeting of Amateur racers from all over the country, and with approximately 1150 entries, attendance was the highest it has been for several years. On Saturday, many classes were so large that they had to be split into two divisions in order to accommodate the 36-rider starting gate. The first 15 riders from each division automatically qualified for Sunday's second moto, and the remaining riders competed in a single, three-lap consolation race that transferred the top six riders. Expert classes ran nine-lap first motos, while some mini classes only went four laps. Other divisions were somewhere in between. One lap was added for most of the second motos.

In Reynard's first 250cc Expert outing, the Team Green/Fox/Asics/Mike Taylor Designs/100%/CTi/NGK/Tsubaki/Pro-Circuit/PJ1/Renthal/Dunlop/All Sport/Uni/MXA/Bell/Scott/PCI-sponsored rider gave a preview of things to come. Honda-mounted Grayson Goodman nabbed the holeshot and led at the completion of lap one, but Reynard took over the point in a wooded section of the track on the second circuit. Once in front, Reynard simply pulled away and Goodman was left to fend off the charges of a poor-starting Jason Upshaw. Goodman held on to finish in the runner-up position, and Kawasaki rider Upshaw was third.

"I got around him (Goodman) and tried to ride smooth and not make mistakes," said Reynard.

Team Green's Craig Decker put on a display similar to Reynard's in the other 250cc Expert division, and the two were set to face off in moto two. Reynard led from the start, and immediately began to pull away from Team Green/Sinisalo/AXO/Scott/Bill's Pipes-backed Decker. Goodman finished a distant third in the moto for third overall.

"I like to get the holeshot, because it makes it a lot easier (to win)," said Reynard. A typical understatement for the soft-spoken youngster.

"Robbie's riding really good; I have to give him all the credit," said Decker.

Reynard rode another perfect race in his first 125cc Expert moto, which ran on a whooped-out track late on Saturday. Reynard again led from start to finish, while Decker worked his way up from a fourth-place start to secure second place by the sixth lap. Reynard was the only rider who remained smooth on the rough track, missing the worst spots by taking muddy inside and outside lines through the corners.





The Lake Whitney track was in perfect condition. Rain storms hampered Friday's racing, while Saturday and Sunday featured cool but pleasant weather for the 1150 entries.

Decker was second, and Upshaw finished third.

Team Green/Race Tech/AXO/Dunlop/Bill's Pipes-sponsored Clint Latham won the other division's first moto ahead of Goodman, but it was Goodman who pulled the second-moto holeshot in front of Reynard. Decker suffered a terrible start, and completed lap one in eighth place. Reynard was in front by the completion of the first lap, and he again pulled quickly away, while Decker mounted a charge towards the front. Decker closed on Goodman and took over second place on the seventh lap, while Reynard completed his perfect weekend by earning his fourth and final moto win. Decker was second in the moto and second overall ahead of a despondent Goodman.

"I guess that's the best I can do for now," said the Pro-Circuit/AXO/Oakley/Dunlop-sponsored Goodman. "Craig was really riding smooth. I've never really raced against him that much, but he looked good."

"I got held up off the start, but after I passed Goodman, I could see him (Reynard) up ahead," said Decker. "I saw I was catching him, but I knew he could turn it up whenever he wanted."

"It feels really good to win," said Reynard, who collected \$1200 for his Expert-class wins. "Decker's riding really good; he's ridden a couple supercrosses this year, and I'm just happy that I beat him."

Team Green/AXO/Maxima/Dunlop/Scott/Renthal/FMF/N-Style/Hammerhead/CCS-backed Windham easily won his first moto in the 250cc Intermediate class, and divulged his strategy after the race: "I just tried to ride smooth and not use too much energy; it's going to be a long weekend."

Kawasaki-mounted Casey Johnson won the first moto in the other division, but Windham again dominated moto two. Brad Woolsey held off a charge by Brandon Lacey to secure the runner-up spot, while Johnson suffered a terrible start and worked his way up to seventh place by the end of the moto. Windham collected the overall win, Woolsey was second and Ray Mitchell put together a 2-5 tally for third. Johnson finished fourth overall.

Windham won both of his motos in the 125cc Stock Intermediate class,

though Johnson kept him honest in the second outing and used a 2-2 score for second overall. Suzuki-mounted Greg Schnell won the Division B first moto and was third in moto two for third overall.

Windham again easily handled the 250cc Stock Intermediate class, leading Johnson across the line by a comfortable margin in both motos. Honda-mounted Ray Mitchell was third overall.

"The track's rough, and by about the third lap, my legs started going," Mitchell said.

"I've been trying different spots on the gate, and they all seem to work pretty well," said Windham. "I had a little trouble with lapped riders, but it wasn't too bad."

Windham scored another easy win in his first 125cc Intermediate moto ahead of Schnell, but Johnson's win didn't come so easily in Division B. Johnson was in sixth place at the end of lap one, but worked his way into the lead by the fourth lap.

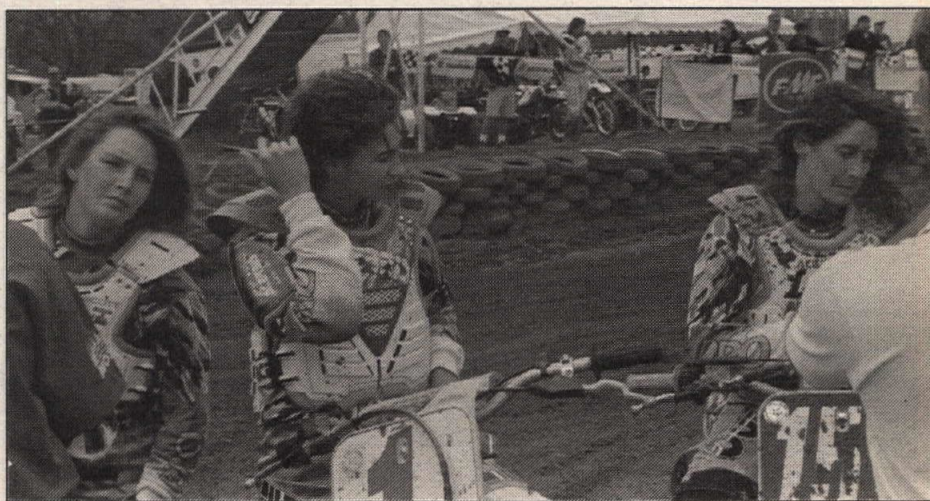
"Back home, I do this (get bad starts) all the time, so I didn't have too much trouble passing," said Johnson.

AXO/Renthal/Bill's Pipes/Smith/Race Tech-backed Schnell led the pack around the long, sweeping first turn in moto two, but Windham gated poorly in his final moto of the weekend, and his hopes at a flawless record ceased when he crashed in the wooded section on the first lap.

"I got a really bad start, and then back in the European section, a guy was stopped in a rut and I smacked right into him," explained Windham. "Somebody hit me from behind, and there was a big pile-up. I had to wait for everyone to get off me before I could get going."

While Schnell pulled away from second-place Woolsey, Windham mounted a charge through the pack, but the seven-lap race didn't allow him the time he needed. Windham's ride was still impressive, however, as he finished ninth after completing the first lap in 27th place. Schnell scored the moto win, and his 2-1 tally was good for the overall victory. Woolsey's 3-2 combo earned him second overall ahead of Suzuki-mounted Freddie Mitchell, while Windham had to settle for seventh overall.

(Left to right) Kristy Shealy, Cindy Cole and Dee Ann Wood had rousing battles in both motos of the Women's class. Cole posted 2-1 moto scores and earned the overall win.



With Windham opting not to contest the Open classes (available to riders classified as intermediate or less), Team Green/Yoko/CPE/VP Fuels/Motul/Renthal/Shoei/FMF/Santa Cruz Concepts/Tsubaki/White Bros/RDW Graphics/Dunlop/Any Rider Kawasaki/Scott/Alpinestars/Donnie Hansen MX Academy/Lamson Porting-sponsored Johnson was left to dominate. The Vacaville, California, rider led every lap in both motos of the 125cc Open class, then put on a repeat performance in the 250cc division. Schnell was runner-up in the 125cc class, while Mitchell finished second in both 250cc motos for second overall.

The Women's class provided what was arguably some of the weekend's best racing, and the enthusiastic fans cheered as U.S. Women's Motocross Team members Cindy Cole, Kristy Shealy and Dee Ann Wood had close dices in both motos. The first moto was particularly exciting, with Kawasaki-mounted Shealy holding off Wood and Cole for the first three laps of the five-lap race. Wood got around for the lead and appeared to have the win in hand, when she fell in the final turn and allowed Shealy to steal the win. Wood remounted in time for third.

"I passed a lapper in the turn just before where I fell, and I lost my concentration for a second," explained Wood.

"I was trying to pressure her (Wood) into making a mistake, because she's

been falling a lot lately," said Shealy. "I didn't think she'd go down like that just before the finish though."

Wareham Suzuki/Dunlop/Acerbis/Sidi/Pro Racing/Shoei/Motul-backed Cole gated third in moto two, but was in first midway through the first lap, and the real fight was over second. Wood held the position early on, but Shealy got around on the third lap. Shealy set out after Cole, but the Cape Coral, Florida, rider continued to set a rapid pace and collected the moto win. Cole earned the overall win via a 2-1 score, with Shealy and Wood finishing second and third overall, respectively.

"Once I got in front I just tried to keep my eyes ahead and my concentration focused," said Cole.

Johnny Marley was the only three-class winner in the mini ranks, collecting wins in the Mini Mini Senior (9-11), Minibike Stock (7-11) and Minibike Junior (7-11) categories. The Team Green/Fox/PJ1/PEP/Shoei/CTi/Tsubaki/Renthal/Ric Dupstadt/Dunlop/100%/Scoob's/Scott/FMF-backed Marley won both motos in all but the Minibike Junior class. After topping the first moto, Marley started poorly in moto two, and worked up to second while Jacob Martin ran away with the moto win. Martin had experienced problems in moto one, however, finishing fifth after leading early, and Marley's 1-2 tally earned him the overall. Justin Bucklew used a con-



# MOTOCROSS Grand National Championship MX Final



Ricky Carmichael (167) holeshot an 80cc moto ahead of Erick Vallejo (47). Carmichael won the Minibike Senior (12-13) division.



Ryan Clark (130) led Dustin Nelson (1), Lanny Turner (255), Ty Maschino (78) and Charley Bogard (10) in the Mini Open class' first moto.

Johnny Marley (90), here leading Jonathan Shimp (100) and Aaron Lindsay (29), scored three overall class wins. Lindsay was second in the Mini Mini Senior (9-11) division.



sistent 2-3 performance for the runner-up spot, and Martin was third.

"The ruts were getting pretty deep, and I just wanted to pass as many people as I could," said Marley.

Another competitor to top three divisions was Yamaha-mounted Chris Wheeler, who was the top rider in the Novice ranks. The North County Yamaha/PJ1-backed Wheeler used consistency and second-moto wins to ace the 125 and 250cc Novice and 250cc Stock Novice classes.

Wheeler had more trouble in the 125cc Stock Novice category, though. After finishing third in moto one, Wheeler suffered a poor start in the second outing and could only work up to sixth by moto's end. Kawasaki of Pasadena/Armstrong Racing-supported Kevin Gravett put together a 1-3 showing for the overall win.

Rivals Charley Bogard and Ricky Carmichael faced off throughout the weekend in the mini divisions, with Bogard coming out ahead in the overall win tally. Carmichael topped the Minibike Senior (12-13) class, while the Minibike Open (7-16) and Minibike Stock (12-13) classes went the way of the American Suzuki/Arlington Suzuki/MW Racing/TR Racing/Smith/Bell/Dirt Bike Specialists/Answer/Pro Circuit-sponsored Bogard. In the latter division's first moto, A first-turn pile-up claimed Carmichael, and Bogard took advantage to grab the early lead.

"I got a bad start, but everyone got piled up in turn one and I got around the inside," explained Bogard.

Bogard led from start to finish, and Erick Vallejo finished as the runner-up. Carmichael passed his way up to sixth position by moto's end.

The Team Green/Fox/CTi/No Limit Designs/Shoei/Dunlop/PJ1/Barr's/Renthal/Oakley/Tsubaki/FMF-backed Carmichael fared better in moto two, snaring the holeshot and never looking back. Bogard had a mediocre start, but worked up to second place, where he finished for the overall win. Vallejo was third for second overall, and Carmichael was third overall.

"I haven't been getting along that great with Charley, and I had to show him who's best," said Carmichael, who felt that Bogard had caused his first-moto get-off. "He rides good here, though." **CN**

## Results

**TEENY MINI STK (50):** 1. Logan Williams (Yam); 2. Kyle Partridge (Yam); 3. Ross Garcia (Yam); 4. Shawn Cook (Yam); 5. Robert Harold.

**TEENY MINI MOD:** 1. Dylan Lord (Yam); 2. Robert Harold; 3. Robby Shinn (Yam); 4. Chase Reed (Yam); 5. Kyle Partridge (Yam).

**MINI MINI JR (6-8):** 1. Bobby Bonds (Kaw); 2. Chase Reed (Yam); 3. David McFarland; 4. Dylan Lord (Kaw); 5. Robby Shinn (Kaw).

**MINI MINI SR (9-11):** 1. Johnny Marley (Kaw); 2. Aaron Lindsey (Kaw); 3. Jonathon Shimp (Kaw); 4. Ivan Tedesco (Kaw); 5. Dusty Fountain (Kaw).

**MINIBIKE STK (7-11):** 1. Johnny Marley (Kaw); 2. Justin Buckelew (Yam); 3. Robby Couse (Kaw); 4. Matt Walker (Kaw); 5. J.W. Patton (Kaw).

**MINIBIKE JR (7-11):** 1. Johnny Marley (Kaw); 2. Justin Buckelew (Yam); 3. Jacob Martin (Suz); 4. Daniel Blair (Hon).

**MINIBIKE STK (12-13):** 1. Charley Bogard (Suz); 2. Erick Vallejo (Kaw); 3. Ricky Carmichael (Kaw); 4. Jiri Dostal (Suz); 5. Isaiah Johnson (Suz).

**MINIBIKE SR (12-13):** 1. Ricky Carmichael (Kaw); 2. Charley Bogard (Suz); 3. Jiri Dostal (Suz); 4. Jerry Alaman (Yam); 5. Josh Tarantino (Yam).

**MINIBIKE STK (14-16):** 1. Andy Bowyer (Kaw); 2. Jason Partridge (Kaw); 3. Brock Sellards (Kaw); 4. Dustin Nelson (Kaw); 5. Lanny Turner (Suz).

**MINIBIKE SR (14-16):** 1. Jason Partridge (Kaw); 2. Dustin Nelson (Kaw); 3. Andy Bowyer (Kaw); 4. Lanny Turner (Suz); 5. Ryan Clark (Kaw).

**MINIBIKE OPEN (7-16):** 1. Charley Bogard (Suz); 2. Ricky Carmichael (Kaw); 3. Dustin Nelson (Kaw); 4. Andy Bowyer (Kaw); 5. Jason Partridge (Kaw).

**125 STK NOV:** 1. Kevin Gravett (Kaw); 2. Josh Beckett (Kaw); 3. Jason Eckhoff (Kaw); 4. Jimmy O'Neal (Hon); 5. Justin Puzs (Kaw).

**125 NOV:** 1. Chris Wheeler (Yam); 2. Jimmy O'Neal (Hon); 3. Josh Beckett (Kaw); 4. Jerod A. Walker (Kaw); 5. Justin Puzs (Kaw).

**125 STK INT:** 1. Kevin Windham (Kaw); 2. Casey Johnson (Kaw); 3. Greg Schnell (Suz); 4. Paul Currie (Kaw); 5. Ray Mitchell (Hon).

**125 INT:** 1. Greg Schnell (Suz); 2. Brad Woolsey (Kaw); 3. Freddie Mitchell (Suz); 4. Casey Johnson (Kaw); 5. Billy Akers (Suz).

**125 EX:** 1. Robbie Reynard (Kaw); 2. Craig Decker (Kaw); 3. Grayson Goodman (Hon); 4. Clint Latham (Kaw); 5. Brian Deegan (Kaw).

**125 OPEN:** 1. Casey Johnson (Kaw); 2. Greg Schnell (Suz); 3. Billy Akers (Suz); 4. Chris Wheeler (Yam); 5. Timmy Staufenbeil (Suz).

**250 STK NOV:** 1. Chris Wheeler (Yam); 2. Jimmy O'Neal (Hon); 3. Joe Walker (Yam); 4. Justin Puzs (Kaw); 5. Darren Terry (Suz).

**250 NOV:** 1. Chris Wheeler (Yam); 2. Jimmy O'Neal (Hon); 3. Marvin L. Skinner (Suz); 4. David Baskin (Yam); 5. Justin Puzs (Kaw).

**250 STK INT:** 1. Kevin Windham (Kaw); 2. Casey Johnson (Kaw); 3. Ray Mitchell (Hon); 4. Jeremy Maulman (Kaw); 5. Brad Woolsey (Kaw).

**250 INT:** 1. Kevin Windham (Kaw); 2. Brad Woolsey (Kaw); 3. Ray Mitchell (Hon); 4. Casey Johnson (Kaw); 5. Brandon Lacey (Hon).

**250 EX:** 1. Robbie Reynard (Kaw); 2. Craig Decker (Kaw); 3. Grayson Goodman (Hon); 4. Ray Crumb (Kaw); 5. Clint Latham (Kaw).

**250 OPEN:** 1. Casey Johnson (Kaw); 2. Ray Mitchell (Hon); 3. Chris Daubitz (Kaw); 4. D.L. Wood (Kaw); 5. Timmy Staufenbeil (Suz).

**OPEN:** 1. Joey Hardin (Kaw); 2. Darren Brawn (Kaw); 3. David Eubanks (KTM); 4. Hank Hodes (Kaw); 5. Tod Day (Kaw).

**WOM:** 1. Cindy Cole (Suz); 2. Kristy Shealy (Kaw); 3. Dee Ann Wood (Kaw); 4. Kym Sybert (Kaw); 5. Tammy Slay (Kaw).

**+25 NOV:** 1. Marvin Skinner Jr. (Suz); 2. Evan Raymar (Kaw); 3. Darren Terry (Suz); 4. Steve McCombs (Yam); 5. David Baskin (Yam).

**+25 INT:** 1. Brian Carlson (Kaw); 2. Mark Landry (Kaw); 3. Kyle Parks (Yam); 4. Darren Braun (Kaw); 5. Donnie Fox (Hon).

**+25 MSTR:** 1. D.L. Wood (Kaw); 2. Marty Layland; 3. David Jones (Kaw); 4. Joey Hardin (Kaw); 5. Chris Pritchett (Kaw).

**+30 NOV:** 1. Jim Campbell (Hon); 2. Edward Hays (Kaw); 3. Mike Partain (Yam); 4. Steve McCombs; 5. James Taylor (Yam).

**+30 INT:** 1. Hunter Carothers (Hon); 2. Tony Watkins (Hon); 3. Skipper Roberts (Suz); 4. Scott Lorens (Yam); 5. Delbert McDonald (Hon).

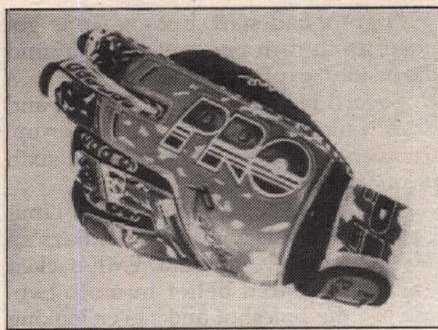
**+30 MSTR:** 1. David Jones (Kaw); 2. Joey Hardin (Kaw); 3. Rob Riner Jr. (Kaw); 4. Danny Burnap (Kaw); 5. John Mitchell (Yam).

**+38:** 1. Gary Beam (Kaw); 2. Darwin Huckabee (Hon); 3. Jim O'Neal (Hon); 4. Mark Bates (Kaw); 5. David Bibby (Hon).

**+45:** 1. Jim O'Neal (Hon); 2. Jimmy Redwine (Hon); 3. James H. Barnes (Yam); 4. Billy Click (Yam); 5. Darrell Bishop (Kaw).



# NEW PRODUCTS



Pro Sport's Radium Series Gloves feature Clarino palms, thermal injected backs, stretch spandex fingers for comfort and ventilation, a Kevlar reinforced thumb area and a knit Spandex cuff with Velcro closures. Available in sizes S-XL in two different color combinations, Radium Series Gloves cost \$26.95. For more information contact Nichols Motorcycle Supply, Dept. CN, 4141 W. 126th St., Alsip, IL 60658, 708/597-3340.



Stark & Associates' Formula One Street Bike Grips feature a race-tested perforated design that is claimed to provide a comfortable gripping surface for all types of street riding and competitive racing situations. The Formula One Grips also incorporate a pair of safety-wire grooves so that they may be wired in place. Available in black, blue, red and grey, the grips cost \$6.95. For more information contact Stark & Associates, Dept. CN, 11430 Andasol Ave., Granada Hills, CA 91344, 800/582-4138.



The Tour Master Classic Leather Highway Pouch is a removable leather bag that is designed to fit most Harley-Davidson street bikes. The bag has enough storage space to carry a small camera, sunglasses and more, and is made of premium grade Nappa leather. The pouch attaches with a hook and loop fastener to an adjustable nylon mounting sleeve which slips around the Harley's tank panels. The bag is fully lined and has an elasticized outside pocket. Available in black only, the pouch costs \$39.95. For more information contact Tour Master Riding Gear, Dept. CN, 2360 Townsgate Rd., Westlake Village, CA 91361, 805/373-6868.

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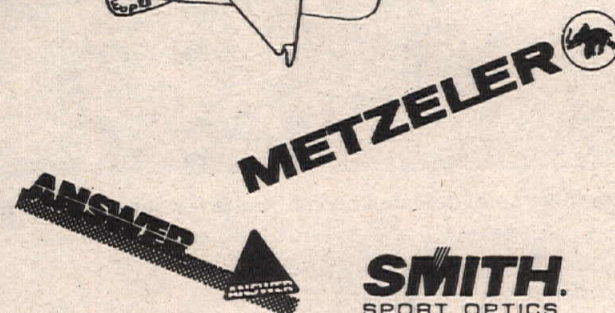
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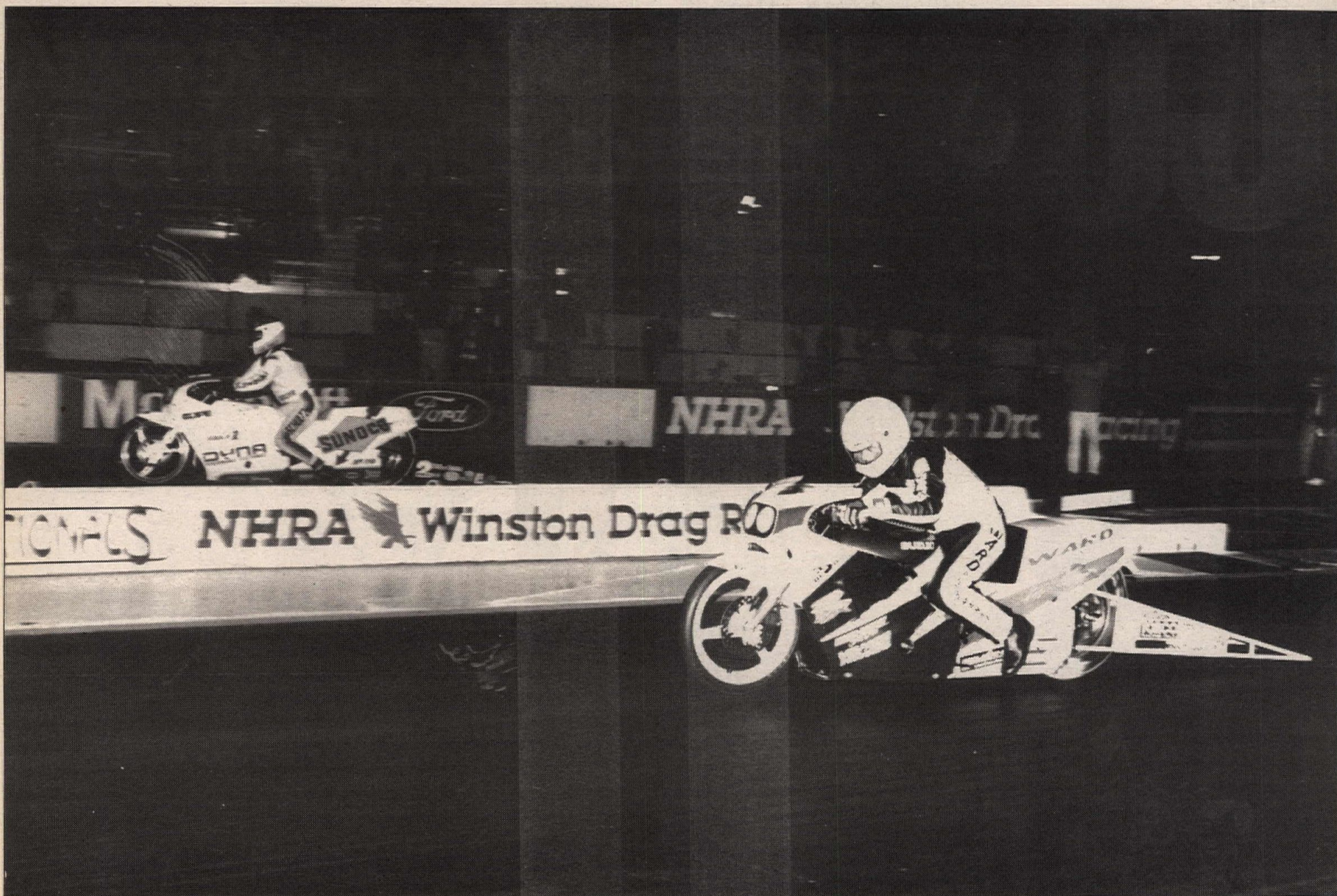
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# DRAG RACE NHRA Winston Drag Racing Series Round 2



John Smith (near lane) defeated David Shultz (far lane) in the Pro Stock class at the NHRA Gatornationals Final in Gainesville. It was Smith's first National win of his career.

## Smith scores first National win

By Todd Veney

GAINESVILLE, FL, MAR.19-21

You don't have to win NHRA Championships like John Myers and John Mafaro to see that another John - John Smith - is looking like the biggest thing to hit Pro Stock since Myers took the class by storm in 1989.

At the NHRA Motorcraft Gatornationals in Gainesville, Smith, voted 1992 NHRA Rookie of the Year over all the Top Fuel, Funny Car, and Pro Stock car drivers - a feat unprecedented in the car-crazy sport - sped to the first of what should be many National titles.

In the rain-delayed final, for the third consecutive round, Smith broke his own event record, clocking a tremendous 7.68 seconds at 173.74 mph (top speed) to overcome a clutch holeshot headstart by 1991 Gatornationals Champion David Schultz, who lost by just 10 feet with a 7.70 at 171.07.

Smith was "late" at the start; Schultz dumped the clutch seven-hundredths of a second quicker. (.431 reaction time to .505) and would have won if he'd run just a 7.76. "I really got tree'd, I know," Smith admitted. "It wasn't because I was that nervous about being in my first final; I wasn't. When I pre-staged, I felt fine,

but then I flipped my shield down and it fogged up before we staged.

"I started thinking, 'Oh no! I'm not going to be able to see the lights come on,' and it screwed up my concentration. I could see him out ahead of me when we took off, but I caught him in second gear. A lot of times, the lead changes with every shift - whoever hits the button first jumps out ahead - but when I plugged it into fourth, I knew I had him. When we crossed the finish line, the win light in my lane looked as big as the sun."

Myers, the 1990 and 1992 NHRA Champion, is keenly aware of the inevitable comparisons between Smith's ascension through the ranks and Myers' own meteoric rise to fame four years ago, when he won the prestigious U.S. Nationals as a rookie and finished second to Mafaro in the points standings.

"They say he's just like me when I came up," Myers said, "and that doesn't bother me at all. I consider it a compliment to be compared to him."

Smith, honored to be likened to an already legendary rider who still hasn't finished a season ranked lower than second, dominated Gainesville with a Myers-like performance. The Minneapolis-area rider, who didn't attend his first National meet until mid-1991, qualified on the pole with a

7.74/171, just one-hundredth of a second ahead of Myers, and established low e.t. of every round except the first.

Schultz, who was seeded third with a 7.76 second time on his Sunoco Suzuki GSXR, made the quickest run of round one, a 7.75/172 against Nigel Patrick. Only Smith's 7.80/171 pounding of 1970s Pro Stock hero Bob Carpenter was close.

Smith, currently the top-ranked rider on the NHRA Winston tour with a 330-point lead over Slick 50 Nationals winner Ron Ayers, assumed control after that. His '92 Suzuki GSXR, owned and operated by John Noard and backed by his Anoka Ramsey shop, improved dramatically in round two to a 7.72/172 that covered Slick 50 Nationals runner-up Lance Boyer's 7.89/169.

In the semifinals, Smith picked up another two-hundredths of a second in a one-sided 7.70/172 defeat of Russ Nyberg's 7.93/167. From the lowly No.13 qualifying berth, Nyberg has advanced to the semifinal race with Smith by defeating two of the most powerful bikes at Gainesville Raceway: the Suzuki GSXRs of Pro Stock power broker George Bryce and Ayers.

Bryce, who stepped off his Star Racing machine in 1989 and made a star of Myers by making him his rider, was late at the start in his first NHRA appearance

in years, losing to Nyberg's slower 7.94/166 with a 7.91/165 to a much quicker 7.86/166.

Nyberg finally crashed to earth in the semifinals, when his 7.9s were no match for Smith's 7.7s.

Schultz defeated Myers in the other semifinal heat, 7.75/173 to 7.92/171, capping at the season-opening Slick 50 Nationals. "We got the Sunoco deal, got a bike together, and came to Gainesville, and then the doctors told me they weren't going to let me run because my wrist wasn't healed well enough," Schultz said, referring to the injury he suffered in his Houston spill. "I went over to this (metal bar) near where we were standing and started doing chin-ups. I said, 'If I can do this, I can ride and race,' and they agreed."

Schultz already has risen to the fifth spot in the NHRA Winston rankings, just 700 points, or 3 1/2 rounds, behind Smith, who is ranked number one and shows no signs of relinquishing the lead.

### Results

**NHRA WINSTON PRO STOCK POINT STANDINGS (After 2 of 11 rounds):** 1. John Smith (1964); 2. Ron Ayers (1634); 3. Lance Boyer (1432); 4. John Myers (1260); 5. David Schultz (1250); 6. Byron Hines (1042); 7. Michael Phillips (1028); 8. Kerry Larkin (842); 9. John Mafaro (822); 10. Russ Nyberg (708).



# Come party with us.

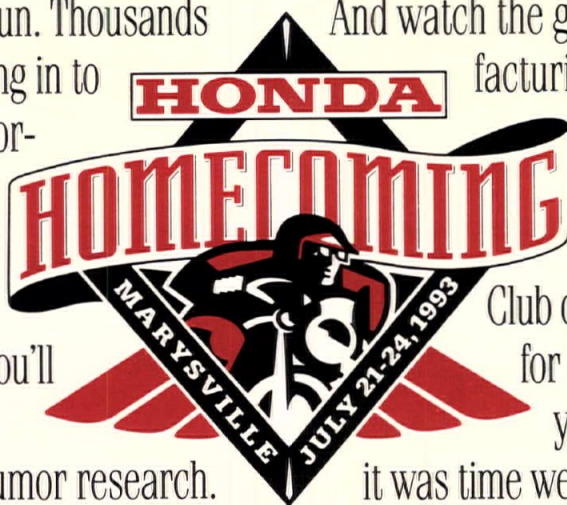


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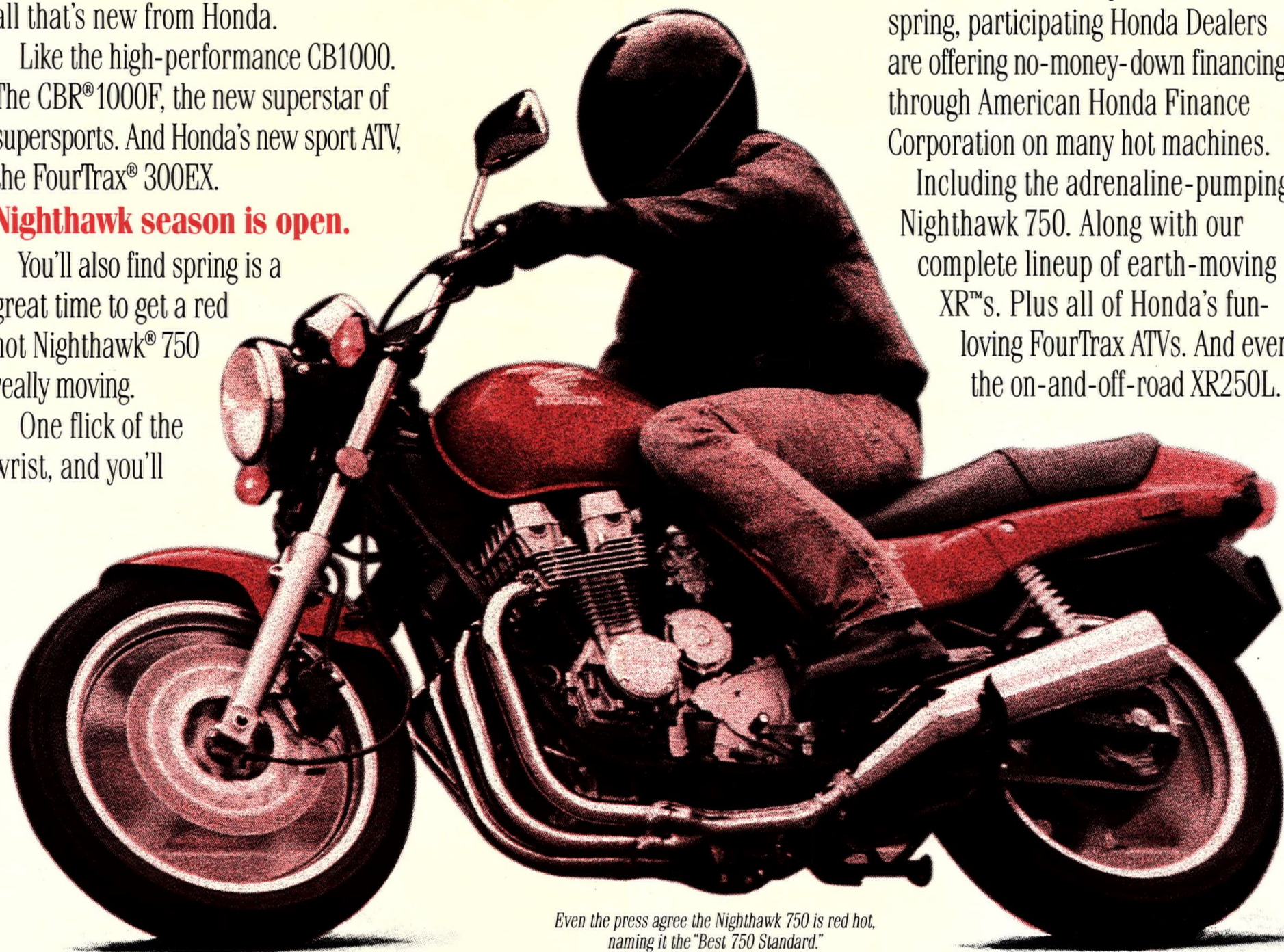
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**Supercross**  
**Trail-Way**  
**Motorama SX**  
**Harrisburg, PA**  
**Feb. 20, 21**  
**By Irv Marrott**

|                  |      |                  |       |
|------------------|------|------------------|-------|
| SATURDAY         |      |                  |       |
| OPEN A PRO       |      |                  |       |
| Jeff Yentzer     | Kaw  | Jeff Shanzoltz   | Hon   |
| Mike Moore       | Kaw  | Matt Cempa       | 250 B |
| Tim Schmelyun    | Kaw  | Ron Bish         | Hon   |
| Jay Rassa        | Hon  | Chuck Hawthorne  | Yam   |
| Bob Huston       | KTM  | Skip Ferris      | Yam   |
| 250 A PRO        |      | Scott McGill     | Suz   |
| Ross Pederson    | Suz  | Ben Firestone    | Suz   |
| Chuck Reed       | Hon  | 125 B            |       |
| Mike Moore       | Yam  | Chris Desantis   | Suz   |
| Gaylon Dickson   | Yam  | Josh Demuth      | Yam   |
| David Reed       | Suz  | Ron Hiipple      | Hon   |
| 125 A PRO        |      | Skip Ferris      | Yam   |
| Jeff Yentzer     | Kaw  | Ben Firestone    | Suz   |
| Chuck Reed       | Hon  | 25+ B            |       |
| Gaylon Dickson   | Yam  | Gregg Lykens     | Yam   |
| Dave Kratz       | Kaw  | Joe Ellington    | Yam   |
| John Mock        | Kaw  | Norman Bish      | Hon   |
| 30+ EXP          |      | Ron Bish         | Hon   |
| Ross Pederson    | Suz  | Fix William      | Kaw   |
| Gregg Lykens     | Yam  | 125 C NOV        |       |
| Tim Schmelyun    | Kaw  | Chuck Morrison   | KTM   |
| Bob Huston       | Yam  | Randy Matlock    | Hon   |
| Jerry Newby      | Hon  | Dan Delill       | Suz   |
| OPN B            |      | Joe McGinley     | Hon   |
| Tim Doan         | KTM  | 125 C            |       |
| Jon Dodd Hon     |      | Sean Martland    | Yam   |
| M. Rossi         | Hon  | Dan Delill       | Suz   |
| Bobby Berry      | Hon  | Mike Parlament   | Kaw   |
| Edward Kinney    | Kaw  | Larry Tyler      | Hon   |
| 250 B            |      | Mike Oliveri     | Suz   |
| Ron Bish         | Hon  | 85 7-11          |       |
| Ben Firestone    | Suz  | Kevin Brodsky    | Suz   |
| Scott McGill     | Suz  | Terance Osenbach | Suz   |
| Chuck Hawthorne  | Yam  | Tim Terway       | Kaw   |
| Dave Starr       | Hon  | Jeremy Cook      | Yam   |
| 125 B            |      | Jesse Mixell     | Yam   |
| Chris Desantis   | Suz  | 85 12-13         |       |
| Jim Muckel       | Kaw  | Scott McMillin   | Kaw   |
| Ben Firestone    | Suz  | James Devonshire | Suz   |
| Skip Ferris      | Yam  | Ricky Dobbs      | Kaw   |
| Josh Demuth      | Yam  | Tim Anthony      | Yam   |
| 25+ B            |      | Shane Harris     | Yam   |
| Joe Ellington    | Yam  | 85 14-15         |       |
| Gregg Likens     | Hon  | Dave Umhoefer    | Yam   |
| Norman Bish      | Suz  | Mike Umhoefer    | Yam   |
| Duane Summers    | Yam  | Sean Martland    | Yam   |
| Terry Kuhn       | Yam  | Cecil Williams   | Yam   |
| 125 C NOV        |      | Ken Moser        | Kaw   |
| Shaun Coakley    | Yam  | 65               |       |
| Dan Delill       | Suz  | Kevin Brodsky    | Kaw   |
| Matt Rossi       | Hon  | Shane Bartloff   | Kaw   |
| Jody Nevling     | Suz  | Casey Clark      | Kaw   |
| Randy Matlock    | Hon  | Tim Terway       | Kaw   |
| 125 C            |      | Kirk Ryan        | Kaw   |
| Shaun Coakley    | Yam  | 55 7-8           |       |
| Larry Tyler      | Hon  | Casey Clark      | Yam   |
| Phil Davis       | Hon  | Brent Maimone    | Moto  |
| Dan Delill Suz   |      | Corey Holmes     | Mor   |
| Todd Snyder      | Hon  | Lanny Kemble     | Moto  |
| 85 7-11          |      | Patrick Simpson  | Yam   |
| Kevin Brodsky    | Suz  | 55 4-6           |       |
| Terance Osenbach | Suz  | Bryan Fleischman | Yam   |
| Tim Terway       | Yam  | Jeff Koss        | Yam   |
| Jesse Mixell     | Kaw  | Ben Glisson      | Yam   |
| Jeremy Cook      | Kaw  | Joshua Lingle    | Yam   |
| 85 12-13         |      | Jarrett Newby    | Yam   |
| Scott McMillin   | Kaw  |                  |       |
| Shane Harris     | Yam  |                  |       |
| James Devonshire | Suz  |                  |       |
| James Schaefer   | Yam  |                  |       |
| Tim Anthony      | Yam  |                  |       |
| 85 14-15         |      |                  |       |
| Cecil Williams   | Yam  |                  |       |
| Sean Martland    | Yam  |                  |       |
| Dave Umhoefer    | Yam  |                  |       |
| Mike Umhoefer    | Kaw  |                  |       |
| Doug Retterer    | Kaw  |                  |       |
| 65               |      |                  |       |
| Kevin Brodsky    | Kaw  |                  |       |
| Casey Clark      | Kaw  |                  |       |
| Shane Bartholf   | Kaw  |                  |       |
| Justin Fazekas   | Kaw  |                  |       |
| Kirk Ryan        | Kaw  |                  |       |
| 55 7-8           |      |                  |       |
| Casey Clark      | Yam  |                  |       |
| Brent Maimone    | Moto |                  |       |
| Corey Holmes     | Mor  |                  |       |
| Shannon Weaver   | Yam  |                  |       |
| Lanny Kemble     | Moto |                  |       |
| 55 4-6           |      |                  |       |
| Bryan Fleischman | Yam  |                  |       |
| Ben Glisson      | Yam  |                  |       |
| Jeff Koss        | Yam  |                  |       |
| Michael Granger  | Yam  |                  |       |
| Stephanie Gayman | Yam  |                  |       |
| SUNDAY           |      |                  |       |
| OPN A PRO        |      |                  |       |
| Jeff Yentzer     | Kaw  |                  |       |
| Jay Rassa        | Hon  |                  |       |
| Mike Moore       | Kaw  |                  |       |
| Bob Huston       | KTM  |                  |       |
| 250 A PRO        |      |                  |       |
| Chuck Reed       | Hon  |                  |       |
| Mike Bear        | Yam  |                  |       |
| John Mock        | Kaw  |                  |       |
| Brian Marriot    | Kaw  |                  |       |
| Mike Moore       | Yam  |                  |       |
| 125 A PRO        |      |                  |       |
| Chuck Reed       | Hon  |                  |       |
| Galon Dickson    | Yam  |                  |       |
| Ty Wallace       | Yam  |                  |       |
| Mike Bear        | Yam  |                  |       |
| David Kratz      | Kaw  |                  |       |
| 30+ EXP          |      |                  |       |
| Ross Pederson    | Suz  |                  |       |
| Tim Schmelyun    | Kaw  |                  |       |
| Bob Huston       | Yam  |                  |       |
| Norman Bish      | Hon  |                  |       |
| Scott Sampell    | Suz  |                  |       |
| OPN B            |      |                  |       |
| Bob Berry        | Hon  |                  |       |
| Tim Doan         | KTM  |                  |       |
| Jon Dodd         | Hon  |                  |       |

**Motocross**  
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**Race**  
**Homestead, FL**  
**Mar. 14**

|                   |  |
|-------------------|--|
| PEE WEE           |  |
| Steven Perez      |  |
| Paul Mounce       |  |
| Taylor Butter     |  |
| 60                |  |
| Darren Fortin     |  |
| Paul Anthony      |  |
| Brandon Butter    |  |
| 80 C              |  |
| Justin Bowling    |  |
| Michael Lucas     |  |
| Darren Fortin     |  |
| 80 B              |  |
| Jason Bush        |  |
| Buddy Duffy       |  |
| Karsten Butter    |  |
| 125 BEG           |  |
| Michael Tobeck    |  |
| Oswaldo Rached    |  |
| Terry Bowling     |  |
| 250 BEG           |  |
| Sergio Jordan     |  |
| YTH               |  |
| Erick Claisse     |  |
| Eddie Ray         |  |
| Jason Metz        |  |
| 25+               |  |
| Jeff Hirschberg   |  |
| Kevin Armstrong   |  |
| Rich Claisse      |  |
| 30+               |  |
| Boots Stelling    |  |
| Walter Winchester |  |
| Preston Bartlet   |  |
| 125 C             |  |
| Doug Mason        |  |
| Jimmy Castro      |  |
| Forest Butter     |  |
| 125 B             |  |
| Jeff Hirschberg   |  |
| Boots Stelling    |  |
| Kevin Armstrong   |  |
| 250 C             |  |
| Walter Winchester |  |
| Brent Burgess     |  |
| Rudy Perez        |  |
| 250 B             |  |
| Eddie Ray         |  |
| Mike Brillingier  |  |
| Erick Claisse     |  |
| 35+               |  |
| Raymond Butter    |  |
| Rich Claisse      |  |
| Gary Bleakley     |  |
| FEATURE           |  |
| Mike Brillingier  |  |
| Brian Nicholson   |  |

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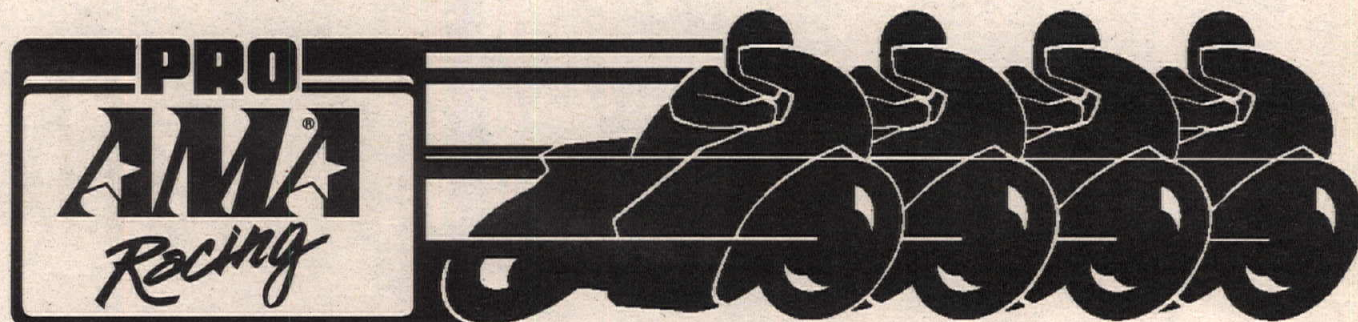
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| <b>July 17-18</b>        | Road Atlanta                         | Info: 706-967-6143 |
| <b>July 31- August 1</b> | Brainerd International Raceway       | Info: 612-475-1500 |
| <b>August 7-8</b>        | Mid-Ohio Sports Car Course           | Info: 419-884-4000 |
| <b>August 28-29</b>      | Sears Point International Raceway    | Info: 707-938-8448 |
| <b>*October 2-3</b>      | Atlanta Motor Speedway               | Info: 404-946-4211 |

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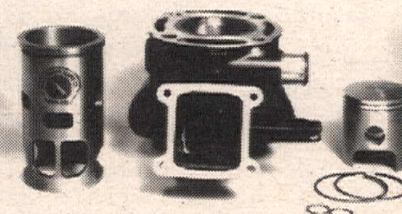
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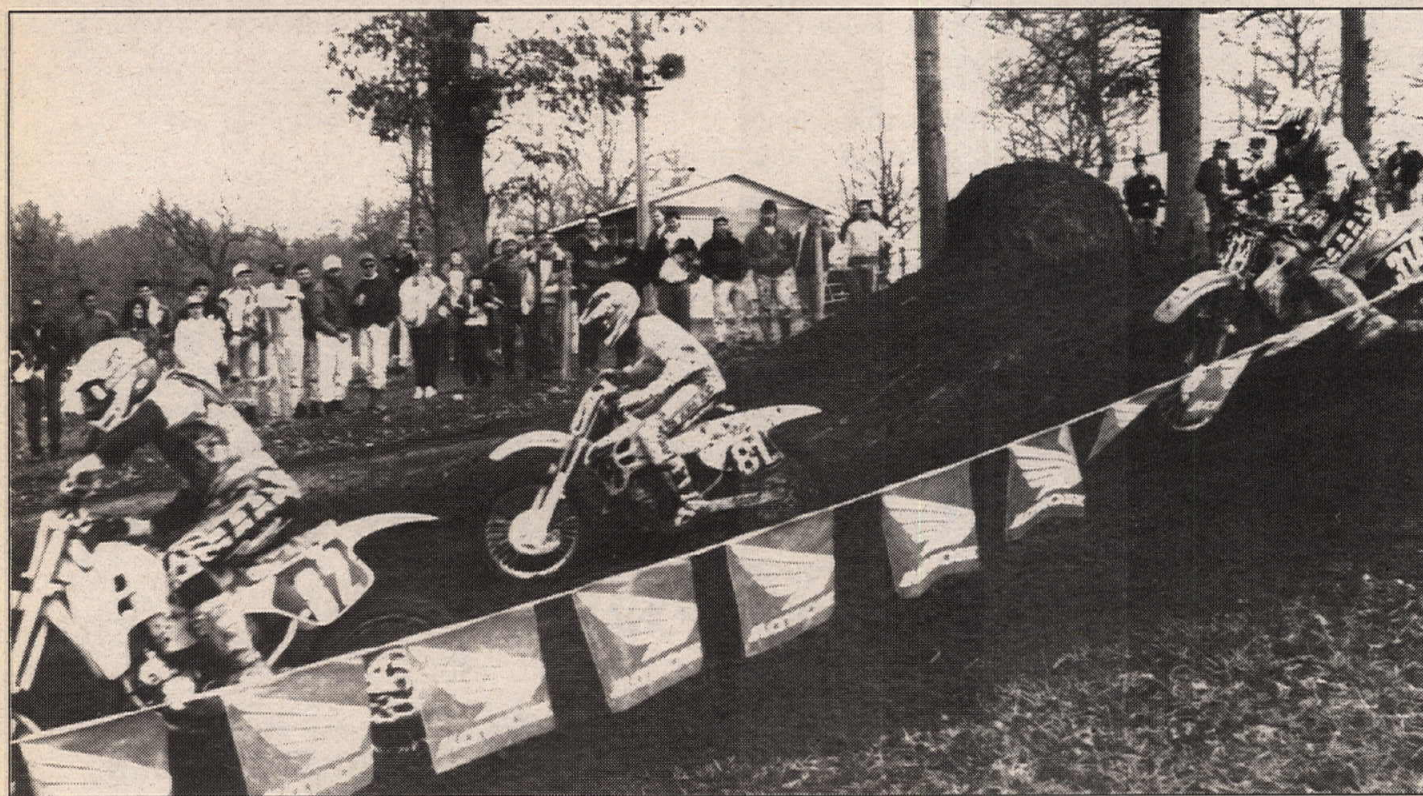


# MOTOCROSS Southeastern Regional MX Championship Mega Series: Round 2



Kevin Walker notched both moto wins in the 250cc A class and was fifth in the 125cc A division. Conditions were extremely muddy.

Steve Childress (82), Chad Lough (81) and Jim Neese (314) negotiate Muddy Creek's stairstep section in the 125cc A class.



## Walker goes wild at Muddy Creek

By Barbara and Loren Williams

BLOUNTVILLE, TN, MAR. 21

Kevin Walker played it fast and smooth at the Scott USA Day round of the Mega Series at Muddy Creek Raceway. Aboard a Yamaha Cycle Center of Kingsport, Tennessee, sponsored Yamaha, Walker recorded double moto wins in the 250cc A class and finished fifth overall in the 125cc A division. Not only did Walker take home the first-place trophy in the 250cc class, he also earned more than

\$800 in purse money and contingencies.

Muddy Creek Raceway had barely emerged from a foot and a half of snow only to endure 12 hours of rain on the eve of the race. Needless to say, all that water resulted in less-than-ideal conditions, but 460 racers, perhaps suffering extreme cabin fever during the winter months, just wanted to race - no matter what!

"Shoot, 18 inches ain't nothin'," said Walker, who makes his home in Penhook, Virginia. "Back home we still have about three feet of snow."

The rider who topped the 125cc A class was Jim's Motorcycle Sales of Johnson City, Tennessee's Mike Brown. He earned the hard-fought overall win via 2-1 moto finishes and walked away with more than \$550 in prize money.

Suzuki-mounted Chad Lough, a Bare

Bros./AXO/R&D Racing-backed rider, carded runner-up honors in both the 125 and 250cc A divisions.

In the first 125cc A moto, Jim Chester, Chad Lough, Jim Neese and Stevie Childress shuffled back and forth for the lead until Lough broke free of the mayhem and set the pace out in front. But Lough's lead only lasted until lap four of the six lap moto, when he fell in the woods section and handed the lead to Brown, who had worked his way up through the pack after a so-so start.

"I thought, 'there it goes,'" said Lough of the slip. "Unless Mike (Brown) fell, I didn't think I could catch up."

Moments after taking the lead, Brown did just that. Coming down off a horse-shoe turn, Brown's front tire hit a rut and he crashed. Lough saw his chance and moved back into the lead. Brown was able to hang onto second, far ahead of third-place finisher Childress.

Lough again led the pack at the start of the second moto, in front of Brown and Neese. Brown chased Lough lap after lap, and it wasn't until getting the white flag did Brown manage to find daylight around Lough. However, Lough fought back but fell a few turns later. Brown scored the win, while Lough recovered in time to keep second. A close third went to Neese. Newcomer to the class Nathan Ramsey nabbed third overall via 5-4 moto finishes.

Lough, again, was the early leader in the first 250cc A moto. Neese and Walker settled into the second- and third-place positions, respectively, while Brown was found back in seventh.

Before the first lap was completed, Walker had passed Lough for the lead, and from then on, Walker could do no wrong. He powered his Steve Litz-tuned Yamaha to the win, despite strong opposition by Lough. Neese dropped off the pace a little bit and finished third ahead of Childress and Shane Templeton.

Meanwhile, Brown had retired after two laps with bike problems.

Determined to deny Lough of four straight holeshots, Brown blasted to the front of the pack at the start of the second moto, ahead of Lough, Chester and Walker.

Screaming down the stairsteps, Walker grabbed a handful of throttle, and by the time he reached the bottom, had vaulted into second and began to challenge Brown for the lead. For three long laps, Walker dogged Brown, and it all paid off on the last lap when Brown was thrown off his bike. Walker sped past, into the front, while Brown scrambled to remount and maintain second just in front of Lough.

"When I had the bike leaned over into the curve, the front wheel hit a rut and bobbled real bad," said Brown of his crash. "I couldn't get my hand free in time to save it." Brown added with a smile, "It was an exciting way to crash, though. I don't remember doing that before."

Walker was jubilant with his win. "I hate that Mike had to crash, because I'd rather have beaten him straight up," said Walker. "But I'll sure take it."

Neese locked up second overall ahead of Templeton and Childress.

Despite the muddy track, even the amateur competitors didn't complain. "Yeah, the track is kind of sloppy today," said Kip Bigelow, winner of both the 25+ and 30+ A divisions. "But at least it isn't frozen like at home in Michigan."

Bigelow drew double aces in the 25+ A class, besting series regulars Ron "Wirehead" Jones, his brother Kerry, Mike Postlewaite and Gerald Wood. Bigelow was forced to make up for mediocre starts, but smart riding and finesse put him in the driver's seat after getting past Postlewaite in the first



round and Kerry Jones in the second. Kerry eventually earned second overall and Wood third. Postlewaite and Ron Jones made abrupt contact in the woods and Wirehead settled for a second-moto fifth, while Postlewaite did not finish.

Ron Jones and Postlewaite traded moto wins in the 30+ A class, but Bigelow's consistent 2-2 finishes gave him the overall victory. Postlewaite jammed out the front early in the first moto and forced Bigelow to work past him from second. But Bigelow fell shortly thereafter and was abruptly demoted back to second, and Postlewaite steamed on for the win.

Kerry Jones took the early lead in the second moto ahead of Wirehead, Postlewaite, Larry Harrison, Joel Baker and Bigelow. But it would be Postlewaite's moto, as he labored to the front to score the win over Bigelow. Postlewaite eventually settled for third, just ahead of Mark Guy and Kerry Jones.

J.D. Collins ruled the first Schoolboy moto by leading from start to finish, but the second moto was a completely different story. Scott Graves nailed the holeshot but glued to his rear fender was Collins. However, while battling side by side, the pair bored down on a Schoolboy rider on an 80cc motorcycle who had mistakenly started with the Open class riders in the staggered-start format. Trying to avoid plowing into the 80cc racer, both Graves and Collins went down. Collins remounted first, but Graves wasn't far behind. The fight came down to the last lap when Graves passed Collins and scored the moto win and overall victory.

#### Results

50 STK: 1. Jeffrey A. Fields (Yam); 2. Zach Rutledge (Yam); 3. J. Chase Roberts (Yam); 4. Steven Hankins (Yam); 5. Jason Wood (Yam).

50 MOD: 1. Jason Wood (Yam); 2. Steven Hankins (Yam); 3. Blake Hankins; 4. Matt Miller (Yam); 5. Jacob Saylor (Yam).

65 (7-11): 1. Jeff Gibson (Kaw); 2. Chad Hampton (Kaw); 3. Robert Turley (Kaw); 4. Tanner Jones (Kaw); 5. Isha Wood (Kaw).

80 BEG: 1. John W. Thompson (Hon); 2. Ezah Rogan (Kaw); 3. Brian Chandler (Suz); 4. Bradley Nunley (Suz); 5. Ricky White (Kaw).

JR MINI: 1. Jeffrey Ryan (Suz); 2. Jeff Gibson (Kaw); 3. Jered C. Black (Suz); 4. Ryan Calhoun (Kaw); 5. Robert Turley (Kaw).

SR MINI: 1. Charles Dunaway (Kaw); 2. Jon Boruff (Suz); 3. Jason Vanhorn (Hon); 4. Jake Morris (Yam); 5. Billy Joe Wood (Yam).

SCLBY: 1. Scott Graves (Hon); 2. J. D. Collins (Kaw); 3. Brian Thornburg (Yam); 4. Billy Joe Wood (Suz); 5. Nick Citron (Kaw).

125 A: 1. Mike Brown (Hon); 2. Chad Lough (Suz); 3. Nathan Ramsey (Suz); 4. Shane Templeton (Yam); 5. Kevin Walker (Yam).

125 B: 1. Shane Berryhill (Hon); 2. Shawn Schultz (Kaw); 3. Tim Hodock (Yam); 4. Shane Lawson (Hon); 5. Chad Newton (Suz).

125 C: 1. Tyler Carr (Hon); 2. Chad Cooper (Kaw); 3. Thomas Freed (Suz); 4. John Ward (Suz); 5. Jeremy West (Hon).

125 D: 1. Matthew Rutledge (Hon); 2. Rodney Tate (Yam); 3. Bobby Franklin (Suz); 4. Timothy Allen (Kaw); 5. Bryan Lovelace (Kaw).

250 A: 1. Kevin Walker (Yam); 2. Chad Lough (Suz); 3. Jim Neese (Kaw); 4. Shane Templeton (Yam); 5. Steve Childress (Suz).

250 B: 1. Shawn Schultz (Kaw); 2. Todd Davis (Hon); 3. Brian Patterson (Suz); 4. Shane Berryhill (Hon); 5. James Frazier (Kaw).

250 C: 1. Timothy Newton (Yam); 2. Justin McCoy (Suz); 3. Tim Calhoun (Yam); 4. Marty Hillman (Yam); 5. Kevin Dobbins (Hon).

250 D: 1. Albert McCoy (Yam); 2. Keith Garland (Hon); 3. Ricky Roman (Suz); 4. Joey Singleton (Kaw); 5. Timothy Clark (Yam).

OPEN AM: 1. Ron Jones (Hon); 2. Chris Shortridge (Hon); 3. Jeff Mushala (Hon); 4. Tony Smith (Hon); 5. Shaun Hodge (Kaw).

25+ A: 1. Kip Bigelow (Yam); 2. Kerry Jones (Suz); 3. Gerald Wood (Hon); 4. James Hayes (Hon); 5. Ron Jones (Yam).

25+ B: 1. Chris Shortridge (Hon); 2. Larry Sparks (Kaw); 3. Gregory Lykens (Yam); 4. Rick Cooper (Kaw); 5. Bobby Gilbert (Kaw).

25+ C: 1. Dale Woody (Suz); 2. Timothy Newton (Yam); 3. Don Venable (Hon); 4. Marty Hillman (Yam); 5. Roy Wharton (Kaw).

30+ A: 1. Kip Bigelow (Yam); 2. Michael Postlewaite (Kaw); 3. Ron Jones (Yam); 4. Mark Guy (Yam); 5. Kerry Jones (Suz).

30+ B: 1. Stanley Talaga (Yam); 2. Bobby Gilbert (Kaw); 3. Gregory Lykens (Yam); 4. Tam Topham (Suz); 5. Rick Cooper (Kaw).

30+ C: 1. Jeff Sesler (Suz); 2. Bradley Wilkerson (Yam); 3. Barry Anderson (Hon); 4. Mark Dyer (Suz); 5. John Kevin Calhoun (Suz).

S/SR: 1. Boyd Wolfe (Yam); 2. Gary Baisden (KTM); 3. Danny Eller (Kaw); 4. Peter Harrison (Hon); 5. Scott Strickler (Hon).

UNLIMITED AM: 1. Gerald Wood (Hon); 2. Brian Patterson (Suz); 3. James Frazier (Kaw); 4. Chad Gochenour (Hon); 5. Mitchell Jones (Hon).

END/NON-CURRENT: 1. David Whitson (Hon); 2. Brian Renfro (Hon); 3. Robby Dyer (Suz); 4. Chris Snyder (Hon); 5. Richie Sanders (Kaw).



# TOYOTA GRAND PRIX OF LAGUNA SECA

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APRIL 16, 17, 18, 1993**

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| 2-Day Sat/Sun           | Admission                                                                                      | \$30.00  | X   |       |
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|------------------------------------------------------------------------------------------------------------|------------------------------|-------------------|------------------|---------------|--------|
|                                                                                                            |                              |                   |                  |               | \$     |
| CAMPSITE CHOICES                                                                                           | 1ST CHOICE                   | 2ND CHOICE        | 3RD CHOICE       |               |        |
| TYPE                                                                                                       | # OF<br>NIGHTS               | PER<br>NIGHT      | # OF<br>VEHICLES |               | TOTAL  |
| Regular Camping<br>(car/RV/tent per night)<br>Consecutive nights only                                      | X                            | \$25.00           | X                |               | \$     |
| Regular Camping<br>(motorcycle/tent per night)<br>Consecutive nights only                                  | X                            | \$15.00           | X                |               |        |
| Ticket Total                                                                                               |                              |                   |                  |               |        |
| Camping Total                                                                                              |                              |                   |                  |               |        |
| Handling Charge                                                                                            |                              |                   |                  |               | \$2.00 |
| Grand Total Enclosed                                                                                       |                              |                   |                  |               | \$     |

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# CYCLE NEWS

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# EVENTS



Charlie Venegas (center) earned the World Cup Ice Speedway Series title.

Scott Chesser (731) led Brook Fluker (157) and Joey Ausbrooks (111) at Burns MX Park.



## I.C.E. World Cup Ice Speedway Series

### Church thwarts Venegas on Alaskan ice

Photo by R.J. Hayes

FAIRBANKS, AK, MAR. 13  
ANCHORAGE, AK, MAR. 14

Charlie Venegas and Seth Church split the wins at the final two rounds of the International Championship Events (I.C.E.) Mello Yello-sponsored World Cup Ice Speedway Series. Venegas scored the win at the penultimate round held at the John Carlson Activity Center in Fairbanks, and entered the final round at the George Sullivan Arena in Anchorage with hopes of winning the \$10,000 Triple Crown Bonus that was posted by D.C.cv Special Risk Insurances and would go to the rider who could win all the Tucson, Phoenix and Anchorage rounds of the series. Venegas' hopes were shattered, though, by Church, who held off a determined charge put forth by Venegas to score the win at the series finale.

In Saturday night's final event at the Carlson Activity Center, rough riding and rider contact played a major role in the race's results. Church grabbed the lead when the tapes flew, but Venegas was hot on his heels. It only took until the second lap for the sparks to fly, as Venegas went for the same line that Church already occupied in an attempt to take over the lead. The two riders made contact and Church came up with the short end of the stick. Church went

down while Venegas bobbled just long enough to allow Gary Ackroyd to slip past and into the lead.

After recovering, Venegas went after Ackroyd and began to hound him for the lead. Venegas made his move on the fifth lap and went on to score the win. Ackroyd held on for second, ahead of Jeff Curry, John Grant and a recovered Church.

Church and Venegas exchanged words at the trophy ceremony, setting the stage for the last Triple Crown race and the series finale at Anchorage.

In Sunday's final race, Church, Venegas, and Pat Litt sat on the front row. Church had the fastest reactions and led Venegas by only a few inches as they slid through turn one. All eyes were locked on the battle for the lead, as the \$10,000 bonus was at stake. After the completion of lap one, Church enjoyed a two bike length lead, but slowly but surely, Venegas began to inch his way up. On the final lap, Venegas was glued to Church's rear wheel and looked poised to make his move, but Church held his lines and sped across the finish line the winner. Venegas was an ever-so-close second, well ahead of Ackroyd, Mike Jaudon and Grant.

Church was gracious as he accepted the first place trophy, and although Venegas was deprived of the \$10,000 bonus, he was awarded \$2500 for his two-out-of-three Triple Crown Series race wins, and wrapped up the 1993 World Cup Ice Speedway Series title as well. **cn**

### Chesser scores at Burns Park MX

By Pam Lambert

N. LITTLE ROCK, AR, MAR. 14

Kawasaki Sports Center-sponsored Scott Chesser scored wins in both the 125cc and 250cc/Open

Expert classes at the Spring Opener at Burns Park MX Park. However, Chesser was not the only double-class winner on the day. Freddie Mitchell, Justin Puz, and Ben Boykin also had flawless rides. Mitchell topped the 125cc Intermediate and 125/250cc Open classes; Puz aced the 125 and 250cc Novice divisions, and Boykin won the 80cc Senior and Open classes.

Perhaps the best racing of the day was produced by the 125/250cc Open and 125cc Expert class riders. When the gate dropped in the first moto that combined both the 125/250cc Open and 125cc Expert classes, Justin Puz, an Open class competitor, blasted into the lead ahead of fellow classmates Joey Ausbrooks, Brook Fluker and Freddie Mitchell. Chesser, one of only three 125cc Experts in the field, purposely waited for the entire pack to round the first turn before getting underway.

With a clear track ahead of him, Puz pulled away, while the rest of the pack duked it out. Mitchell eventually broke free of Fluker and Ausbrooks to take control of second place but had no chance of catching the leader. Puz, Ausbrooks and Fluker then spent the rest of the moto dicing back and forth for third, a battle that Ausbrooks emerged out on top. Fluker settled for fourth ahead Joseph Furr. Chesser finished ahead of his fellow 125cc Expert competitors John White and Rod Frank.

Chesser decided not to hang back in the second moto, but it was Fluker who shot into the lead, nonetheless. Fluker's moment of glory didn't last for long, however, when he crashed in a wide sweeper and Chesser inherited the lead.

Puz, Mitchell, Ausbrooks and the rest of the pack battled for the rest of the race and, at the finish, Mitchell ended up second overall in the moto, one spot behind Chesser. Puz finished third, just ahead of Ausbrooks. In the final overall column, Mitchell scored the win in the 125/250cc Open class ahead of Puz, Ausbrooks, Furr and Allen Haynes. And Chesser locked up the 125cc Expert class victory ahead of White and Frank.

#### Results

50: 1. Brandon Rast (Yam); 2. D.J. Simmons (Yam); 3. Russell Stuidivant (Yam); 4. Ryan Evans (Yam); 5. Brandon Thompson (Yam).

60: 1. Brian Green (Kaw); 2. Russell Stuidivant (Kaw); 3. Gared Nicklas (Kaw); 4. Dallas Clark (Kaw); 5. Trey Phillips (Kaw).

80 JR: 1. Bryan Gates (Hon); 2. Matthew Pierce (Kaw); 3. Dallas Clark (Kaw); 4. Clark Marshall (Hon); 5. Cory Young (Kaw).

80 SR: 1. Ben Boykin (Kaw); 2. Tim Farrell (Suz); 3. Mike Rogers (Kaw).

MINI OPEN: 1. Tim Farrell (Suz); 2. Josh Lorenson (Kaw); 3. Ben Boykin (Kaw); 4. Mike Rogers (Kaw); 5. Cory Young (Kaw).

OPEN BEG: 1. Barry Crane (Hon); 2. Toby Barker (Kaw); 3. David Brewer (Kaw); 4. David Wallace (Hon); 5. Michael Mathis (Suz).

125 NOV: 1. Justin Puz (Kaw); 2. Bryan Carson (Kaw); 3. Joseph Furr (Kaw); 4. Joey Ausbrooks (Kaw); 5. Travis Young (Kaw).

250/OPEN NOV: 1. Justin Puz (Kaw); 2. Trace Fowler (Kaw); 3. Dwight Maggart (Yam); 4. Miles Keeney (Kaw); 5. Allen Hayes (Yam).

125 INT: 1. Freddie Mitchell (Suz); 2. Brook Fluker (Kaw); 3. Marty Herndon (Suz); 4. Keith Shireman (Kaw).

250/OPEN INT: 1. Freddie Mitchell (Suz); 2. Greg Gunter (Kaw); 3. John May (Hon); 4. Todd Perna (Kaw).

125/250 OPEN: 1. Freddie Mitchell (Suz); 2. Justin Puz (Kaw); 3. Joey Ausbrooks (Kaw); 4. Joseph Furr (Kaw); 5. Allen Haynes (Yam).

OVER 25: 1. Stephen Lee (Yam); 2. Max Zeiner (Suz); 3. Mike Edwards (Yam); 4. Jeff Milligan (Kaw); 5. Jack Kyzer (Suz).

OVER 30 NOV: 1. David Wallace (Hon); 2. John Pierce (Hon); 3. Tom Marley (Hon); 4. Joe Sims (Yam); 5. Greg Chandler (Hon).

OVER 30 INT: 1. Steve Ashcraft (Yam); 2. Blake Wingo (Kaw); 3. David Whitt (Hon); 4. Greg Greer (Hon); 5. Randy Welch (Hon).

OVER 40: 1. Mike Lambert (Kaw); 2. Joe Sims (Yam); 3. Jack Horton (Hon); 4. Pete Perna (Hon); 5. Jack Kyzer (Suz).

125 EX: 1. Scott Chesser (Kaw); 2. John White (Kaw); 3. Rod Frank (Hon).

250/OPEN EX: 1. Scott Chesser (Kaw); 2. Blake Wingo (Kaw); 3. Roger Ewing (Kaw); 4. Mrtz Vaughn (Kaw); 5. Rod Frank (Hon).

VINT: 1. Bart Watts (Kaw); 2. J.R. Ott (Bul).

TRLBLZR: 1. Jeff Fischer (Kaw); 2. Phillip Peek (KTM); 3. Roy Potts (Hon); 4. Steve Gafner (Kaw); 5. Carl Parson (Hon).

### Ernst earns Cycleland Motocross win

By Michael Rich

CHICO, CA., MARCH 14

Kawasaki-mounted Darin Ernst came out on top of a crashed-filled race to win the combined 250cc Novice/Junior race at Cycleland Speedway.

When the gate dropped on the first moto, Brian Powell powered into the early lead followed closely by Rich Boleman and Dan Galliett. Ernst faltered at the start and lagged far behind the rest of the pack. Boleman was the first victim of the stadium track, as he flew off his mount over the table-top jump. By the end of the second lap, Ernst had worked his way to fifth. On the next lap he had moved past three of the four riders in front of him and was glued to Powell's rear fender. With a single lap left, Ernst moved to the inside of Powell and leapt past him over the double jump. Ernst took the win over Powell, while Jim Finney finished third.

Powell again timed the gate perfectly and moved into the lead at the start of the second

moto. Boleman followed in second, but was displaced by Ernst over the double-jump before the end of the first lap. At this point, things became very confusing as rider after rider parted company with his motorcycle. Powell and Ernst tangled over a small jump and went down. This moved Boleman into first and Kevin Mitchell into second. Within half-a-lap, Mitchell ended over the double. This moved Todd Webber into second.

By this time, Boleman was starting to tire, and Webber was able to pass him on the back straight. Ernst moved back to third and attempted to pass both Boleman and Webber in the same turn. He was able to get by Boleman but went down when he contacted Webber's rear wheel. This moved Mitchell, who crashed earlier, back into second. Upon reaching second, Mitchell immediately threw his Yamaha away over a table-top. At the finish, Webber took the win followed by Ernst in second and Boleman in third. With his second place in the second moto, Ernst scored the overall win. Jim Finney took the overall in the Novice class.

#### Results:

P/W: 1. Kyle Garner (Yam); 2. Eric Nye (Yam); 3. Chris McAvoy (Yam).

60: 1. Kevin Shimizu (Kaw); 2. Andy Morgan (Kaw).

MINI NOV: 1. Mike Morgan (Hon); 2. Kyle Garner (Kaw); 3. Nikki Harris (Yam); 4. Evan Laughridge (Yam).

MINI JR: 1. Ryan Duntch (Suz).

125 NOV: 1. Steven Cordle (Hon); 2. Michael Rich (Suz); 3. Brandon Duntch (Suz); 4. Jeromy Henson (Kaw); 5. Doug Krown (Yam).

125 JR: 1. Mark Cooper (Hon).

250 NOV: 1. Jim Finney (Hon); 2. Todd Webber (Hon); 3. Jack Morgan (Kaw).

250 JR: 1. Darin Ernst (Kaw); 2. Rich Boleman (Yam).

OPEN: 1. Scott Parker (Yam).

VET: 1. Joe Souza (Yam); 2. Jerry Douglas (Yam).

INT: 1. Danny Rutherford (Hon).

PRO: 1. Lowell Moural Jr. (Hon).

### Swink spans 'em at Marion MX

By Kyle Myers

REDDICK, FL, MAR. 14

Team Suzuki's Brian Swink captured the win in the 16-24 year-old and 250cc A classes at round three of the Florida Motocross Club Series, held at Motocross of Marion County.

Lino Zecca jumped out in front at the start of the first 250cc A class race. Josh Latina, Swink, Gary Semics and Travis Blackburn gave chase. Latina slid by Zecca in the second turn, as did Swink.

Blackburn displaced Semics to take over fourth, while Latina and Swink pulled well away from the rest of the pack. Zecca faded off the pace and dropped well into the pack.

Swink stalked Latina, showing him a wheel in almost every turn. As the white flag flew, Swink jumped past Latina and sailed into the lead. Before he greeted the checkered flag, Swink pulled out a four-second lead on Latina. Blackburn, Semics and Chris Lemon rounded out the top five finishers.

In the second moto, Marty Burr led the way with Lemon, Blackburn, Latina and Zecca in tow. Swink sand-bagged at the start and rounded the first turn nearly last.

Blackburn motored past Lemon and Burr to take over the lead, but fell over in a turn and dropped out of contention. Latina was on the gas, and zapped Lemon and Burr for the lead. Swink was not far behind, and motored into second a few turns later.

Once again, it appeared as if Swink was waiting for the last lap to make his move. When the white flag flew, Swink again jammed past and on to the moto and overall wins aboard his Answer/Scott/Bell/Dunlop/HT-sponsored factory Suzuki RM250.

Latina, Semics, Lemon and Bill Wallin rounded out the top five overall finishers.

Swink returned to the track to easily walk away from the competition in both 16-24 year-old motos. Zecca finished second in both outings for second overall.

In other race action, Latina made short work of the 125cc A class with a double-moto sweep. Latina led both contests from start to finish to take the overall over Brad Lockhart and Wallin.

#### Results

P/W: 1. Jason Wood (Yam); 2. Justin Holstein (Yam); 3. Ryan Northey (Yam); 4. Robert Holstein (Yam); 5. Joe Bondeson (Hon).

65: 1. Scot Perry (Kaw); 2. Chaz Northey (Kaw); 3. Tyson Hadsell (Kaw); 4. Matt Johnson (Kaw); 5. Jeremy McDow (Kaw).

85 7-11: 1. Robert Farnell (Yam); 2. Clint Shealy (Kaw); 3. Tyson Hadsell (Kaw); 4. Andrei Bolini (Suz); 5. Tyler Laird (Yam).

85 12-13: 1. Jason Thomas (Kaw); 2. Eric Azmora (Yam); 3. Richard Basile (Yam).

85 1-15: 1. Mack Perry (Hon); 2. Scott McGuigan (Kaw); 3. Erik Moulton (Kaw).

S/MINI: 1. Mack Perry (Hon); 2. Billy Wood (Suz); 3. Robert Farnell (Yam); 4. Andrei Bolini (Suz); 5. Clint Shealy (Kaw).

250 C: 1. Keith Jones (Hon); 2. Lee Tathan (Kaw); 3. Tim Eggers (Hon); 4. Jim Eggers (Suz); 5. Clint Shealy (Kaw).

250 A: 1. Brian Swink (Suz); 2. Josh Latina (Kaw); 3. Gary Semics (Hon); 4. Chris Lemon (Yam); 5. Bill Wallin (Suz).

16-24: 1. Brian Swink (Suz); 2. Jacob Fogg (Kaw); 3. Lino Zecca (Kaw); 4. Jon Rightmire (Suz); 5. Steve Dumond (Suz).

125/250 BEG: 1. Dan Dyer (Yam); 2. Scott Brurke (Hon); 3. Rob McGuigan (Hon); 4. Richard Basile (KTM).

125 C: 1. Jason Dadds (Hon); 2. Sean Avera (Suz); 3. Doug Watson (Hon); 4. Jason Brown (Yam); 5. Johnny Barfield (Yam).

125 B: 1. John Feeley (Suz); 2. John Rightmore (Suz); 3. Jacob Fogg (Kaw); 4. Jerry Knowles (Suz); 5. Mike Decker (Kaw).

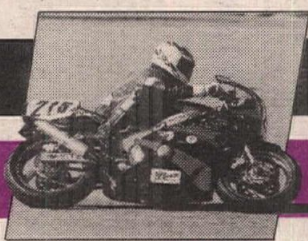


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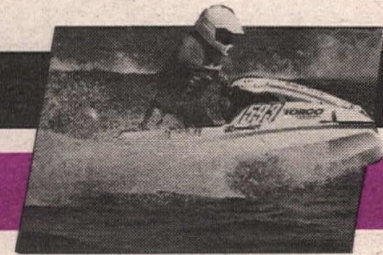
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## Pasco County MX win to Yoho

By Kyle Myers

DADE CITY, FL, MAR. 13

Over 100 riders braved the cold weather and high winds in the aftermath of the tornadoes that rocked Florida to compete in the second round of the Dade City Point Series, held at the Pasco County Fairgrounds. Kenny Yoho smoked to both moto wins in the Open Money class to take home the lion's share of the purse.

Canadian Bill Wallin grabbed the holeshot at the start of the first moto with Dave Roadone, Yoho and Gen Pearson following. Yoho quickly displaced Roadone and began to close on Wallin. Wallin and Yoho battled furiously and pulled well clear of the rest of the field. Yoho hounded Wallin and shadowed his every move until Wallin bobbed in a turn and handed the lead to Yoho. Yoho opened up a two-second lead and went on to win ahead of Wallin, Pearson and Roadone.

Pearson started moto two with a bang by grabbing the holeshot and leading Wallin, Yoho and Roadone through turn one. Pearson bobbed in turn two and allowed the entire field to shoot by. Wallin and Yoho motored into the top two spots and again pulled away from the rest of the field.

At the halfway point of the race, Yoho dove underneath Wallin to take over the lead. With that, Yoho pulled away with the win aboard his SKY/AXO/Oakley/Pro Action/Style/Drop/No Limit/FMF/Barr's/Renthal/N-Don/Board-sponsored Suzuki RM125. Wallin was second, ahead of Pearson and Roadone.

Anthony Pocarobba won the Schoolboy and 16-24 year-old classes with ease.

### Results

P/W: 1. Jason Bennett (Yam); 2. Kyle Williamson (Yam); 3. Barrett Smith (Yam); 4. Jason Wood (Yam); 5. Bradley Bernier (Yam).

65: 1. Jeremy McDow (Kaw); 2. Tim Hanson (Kaw); 3. Chaz Northey (Kaw); 4. Jason Bennett (Kaw); 5. Troy Adams (Kaw).

80 BEG: 1. Steve Servis (Kaw); 2. Kenny Halladay (Kaw); 3. Mike Sevis (Suz); 4. Jesse Adams (Yam).

SCHBY: 1. Anthony Pocarobba (Suz); 2. Billy Wood (Suz); 3. Kyle Kopachik (Suz); 4. Aaron Hearn (Kaw); 5. Jason Freeman (Yam).

250 C 1. Dale Sowder (Hon); 2. Shannon Collier (Yam); 3. Greg Mojher (Hon); 4. Mike Sidwell (Yam); 5. Brett Stromsnes (Hon).

250 A: 1. Pietro Palladine (Suz); 2. Ricky Hampshire (Suz); 16-24: 1. Anthony Pocarobba (Suz); 2. Kenny Yoho (Suz); 3. Sean Sidwell (Yam); 4. Rickey Hampshire (Suz).

125 BEG: 1. Ryan MacNeal (Kaw); 2. Bill Armstrong (Kaw); 3. Matt Tucker (Hon); 4. Cary Bennett (Kaw); 5. Robert Partridge (Yam).

125 C: 1. Dean Benzel (Suz); 2. Kyle Kopachi (Suz); 3. Dale Sowder (Hon); 4. Greg Westbrook (Hon); 5. Simon Hallet (Suz).

125 B: 1. Scott Lamb (Hon); 2. Jean Jacques (Hon); 3. Kyle Myers (Hon); 4. Daria Kachi (Suz); 5. Lane Stromsnes (Hon).

125 A: 1. Kenny Yoho (Suz); 2. Ricky Hampshire (Suz); 250 BEG: 1. Bill Tipples (Hon); 2. Sean Sidwell (Yam); 3. Chad Pitts (Hon); 4. Brandon Brinkman (Hon).

250 B: 1. Gene Pearson (Yam); 2. Daria Kachi (Suz); +25: 1. Pietro Palladine (Suz); 2. Rich Eggers (Kaw); 3. Scott Grimm (Kaw); 4. Scott Barth (Hon); 5. Lenny Lewis (Hon).

+40: 1. Wes Shallow (Hon); 2. Rob Preston (Hon); MINI C: 1. Vic Stodola (Kaw); 2. Tim Hanson (Kaw); 3. Jeremy McDow (Kaw).

OPEN MONEY: 1. Kenny Yoho (Suz); 2. Bill Wallin (Suz); 3. Gene Pearson (Yam); 4. Dave Roadone (KTM).

+30: 1. Wes Shallow (Hon); 2. Scott Grimm (Kaw); 3. Willis Brock (Hon); 4. Steve Rush (Hon); 5. Rich Eggers (Kaw).

OPEN NOV: 1. Joe Germana (Hon); 2. Steve Rush (Hon); MINI B: 1. Luke Sayer (Yam).

OPEN AM: 1. Brett Stromsnes (Hon); 2. Lane Stromsnes (Hon); 3. Kenny Yoho (Suz).

## Waller rules Great Piney Woods Enduro

By Jonny and Karen Kemp

PITKIN, LA, MAR. 14

Kawasaki Team Green rider George Waller, Jr. scored the overall win by one slim point over fellow Kawasaki rider David Bragg at the 13th Annual Great Piney Woods Enduro.

The Louisiana Trail Riders Association hosted the event in the Vernon District of the Kisatchie National Forest, and the enduro was the second round of the Southern Enduro Riders Association's, Black-Jack and Sabine Enduro Circuits. This diversity of available points attracted more than 300 entries from 11 states.

Perhaps the toughest part of this event was the drive across Alabama and Mississippi through the late freak winter storm that brought blizzard conditions to the deep south. Many of the north Mississippi and Alabama riders were snowbound and could not attend the enduro.

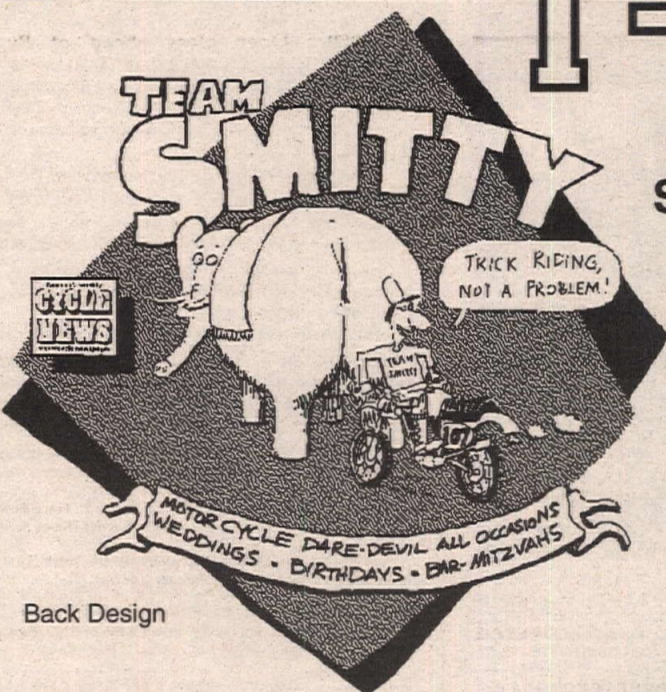
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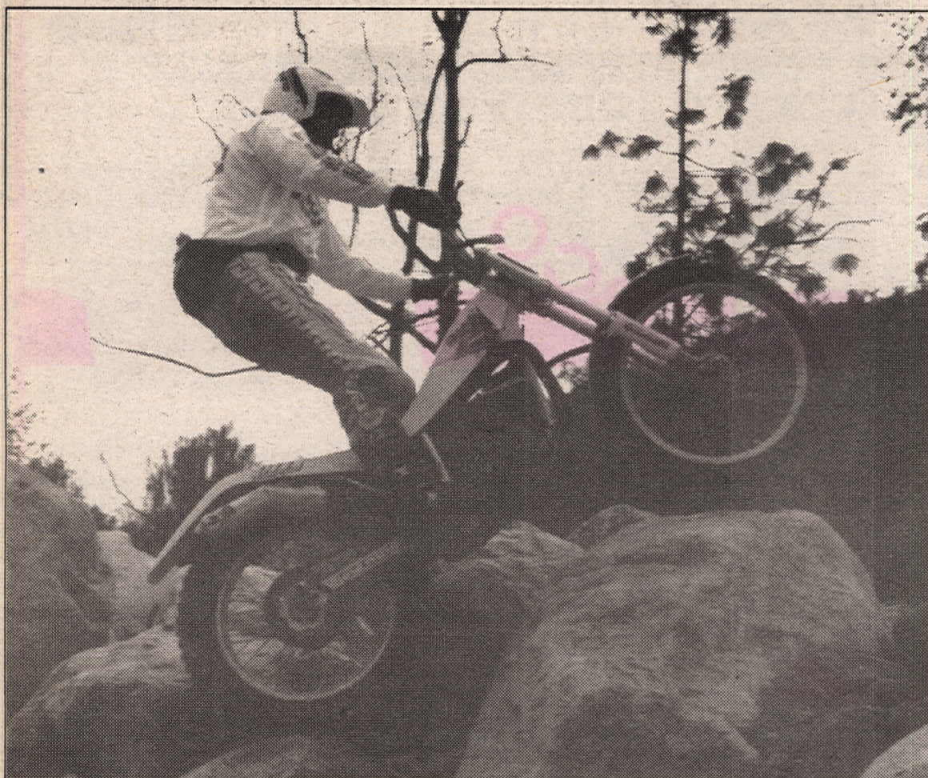
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# EVENTS



Clive Hannon wheeled through an advanced section at the Splash n' Splatter trial.

Brenda Hannah (14) and Tami Rice (8) battled in the Women Expert division at Perris.



The Great Piney Enduro was held under virtually ideal conditions of bright sunshine and cool temperatures.

Waller and Bragg were tied with five points each going into the final section with Waller having the edge by a mere 10 seconds. Bragg was charging hard to make up the deficit when he cooked a turn and smashed into a tree.

"I really wanted this win, and I was just pushing too hard," said Bragg. "I guess I was riding a little over my head."

Braggs was able to remount, though, and finish second overall ahead of Husqvarna-mounted Nolan Knight.

Topping the 250cc A class and finishing fourth overall was Kawasaki-mounted Kevin Hutchinson. Having had the privilege of riding on the row ahead of Waller, Hutchinson, said, "My motivation all day was to stay ahead of George. When he did catch me, I would try to stay with him, but the man never makes any mistakes! I would blow by a turn or miss a crossing and he would be gone forever."

James McInvale, aboard a Suzuki, was the Open C class winner in a field of 26 riders, the largest class of the day.

A Youth event was held Saturday afternoon with Yamaha rider Daniel McKee acing the 4-7 year-olds. Kawasaki-mounted Nathan Davenport topped the 7-9 class, and Kevin Riley won the 10-11 division.

Overall B honors went to John Scheidhauer who rode his Kawasaki in the 250cc B class and scored 10th overall. The Overall Short Course Award went to Vet C class rider James Pentecost.

## Results

O/A: George Waller, Jr. (Kaw).  
O/A A: Kevin Hutchinson (Kaw).  
O/A B: 1. John Scheidhauer (Kaw).  
O/A C: James Pentecost (KTM).  
AA: 1. David Bragg (Kaw); 2. Nolan Knight (Hus); 3. Larry Peavy, Jr. (Hon); 4. Jody Patterson (Kaw); 5. Dwight Rudder (Hon).  
200 A: 1. Allen Nicholas (KTM); 2. Roger McKnight (Kaw); 3. Steven Allotto (Kaw).

250 A: 1. Kevin Hutchinson (Kaw); 2. Martin Upton (KTM); 3. Cluis Chisolm (Kaw); 4. Will Gilbert (Kaw); 5. Larry Crane (KTM).  
OPEN A: 1. Gary Cook (KTM); 2. Raymond Williams (Hon); 3. Todd French (KTM); 4. Steve Nicholas (KTM); 5. Lynn Smith (Yam).

200 VET A: 1. Bennie Waldrop (Kaw); 2. Mike Cantrell (Kaw); 3. Mike Cole (Kaw).  
OPEN VET A: 1. Nelson Hunt (Hus); 2. Gary Goff (Hus); 3. Glenn Hunt (Hus); 4. Bob Schlemmer (Kaw); 5. Doug McKee (Hon).

S/SR A: 1. Larry White (Kaw); 2. John Wade (Yam); 3. James May (Suz); 4. Dane Marable (KTM); 5. John Boreing (Hus).  
4/STRK A: 1. Lorenz Wilkinson (Kaw); 2. Dale Davis (Hon); 3. Mark Hudson (Hon).

S/SR A: 1. Jack Shoalmire (Kaw); 2. Don Knight (Hus); 3. Charlie Burk (Hon); 4. Terry Webb (Hus); 5. Robert Rockoo (Hus).  
A SPTMN: 1. Luther Stem (KTM); 2. Bob Diffie (KTM); 3. Bill Felber (Hon).

125 B: 1. Nathan Knight (Hus); 2. Daniel Pipkin (KTM).  
200 B: 1. Chris Breaux (Kaw); 2. Tommy Duncan (Kaw); 3. Craig Melton (Kaw); 4. Nelson Cubley (Kaw); 5. Daren Ogden (Kaw).

250 B: 1. William Hollingsworth (Kaw); 2. Michael Ledingham (Suz); 3. Steve Gresham (Yam); 4. Mark Franklin (Suz); 5. David Clemens (Kaw).

OPEN B: 1. James Smith (KTM); 2. Terry Jones (KTM); 3. Jim Brawner (Hon); 4. John Rybolt (Hus); 5. Tony Orihuela (KTM).  
200 VET B: 1. Blaine Sills (Kaw); 2. Rusty Pace (Kaw); 3. David Dery (Kaw).

OPEN VET B: 1. James Barrett (Kaw); 2. Bob Sills (Kaw); 3. John DuBoise (Hon); 4. Gary Thornton (Kaw); 5. Royce Guidry (Hon).

SR B: 1. Terry Brown (Hon); 2. Terry West (KTM); 3. Bo Malone (KTM); 4. Gerald Pearson (Kaw); 5. Larry McLellan (Kaw).  
4/STRK B: 1. Phil Breaux (Hus); 2. Mike Ruhlin (Hon).

S/SR B: 1. Norman Delamar (Hus); 2. Don Olivier (Suz); 3. Pat Payton (Kaw); 4. Jack Schildmeier (ATK); 5. Sterling Blackham (Suz).

B YOUTH: 1. Asa Whatley (Kaw); 2. Jon Shoalmire (Kaw); 3. J.C. King (Suz).  
WMN: 1. Lisa Schexnayder (Hon); 2. Alice Benoy (Yam); 3. Sherry Comeaux (Kaw).

JR (12-14): 1. Clay Boreing (Kaw); 2. Reese Comeaux (Hon); 3. Matthew Joachim (Kaw); 4. Brian Hudson (Kaw); 5. Lucas Comeaux (Hon).

JR (14-16): 1. Chris McAllister (Kaw); 2. Chris Ashton (Hon); 3. Paul May (Kaw); 4. Owen Fleming (KTM); 5. Ashlee Brandt (Kaw).

YOUTH (4-7): 1. Daniel McKee (Yam); 2. Kevin Halls (Yam); 3. Jake Zimmerman (Yam); 4. Jamie Pentecost (Yam); 5. Carmen Davis (Yam).

YOUTH (7-9): 1. Nathan Davenport (Kaw); 2. Drew Hunt (Kaw); 3. Eddie Butterfield (Hon); 4. Laura Grice (Yam); 5. Corey Fletcher (Yam).

YOUTH (10-11): 1. Kevin Riley (Kaw); 2. Josh Bonner (Hon); 3. Jon Shoalmire (Kaw); 4. Bradley Hunt (Kaw); 5. Matt Rigger (Yam).

200 C: 1. Jonathan Plunkett (Suz); 2. Mike Rue (Kaw); 3. Don Desadier (Yam); 4. James Nunnery (Kaw); 5. Blake Miller (Suz).

OPEN C: 1. James McInvale (Suz); 2. Robert Savoy (Kaw); 3. Trevor Walters (Hon); 4. Lee Carpenter (KTM); 5. Kevin Herrington (Kaw).

VET C: 1. Bob Hatcher (Suz); 2. John Hunter (Hon); 3. John Pynes (KTM); 4. Mike Baab (Hon); 5. Ronald Rose (Kaw).

SR C: 1. Gordon James (Hon); 2. Larry Knotts (KTM); 3. Fred Stephens (Kaw); 4. Duane Dewey (Kaw); 5. Harry O'Kelly (Kaw).

## Corbin captures Splash n' Splatter Trial win

By Don Williams  
Photo by Kelly Callan

AZUSA, CA, MAR. 14

After finishing the first of three loops in eighth, Fantic-mounted Bret Corbin mustered an impressive comeback to grab the overall win in the Novice B class at the Valley Observed Trials Enthusiasts-promoted Splash n' Splatter III Trial, held in the San Gabriel Canyon ORV area. The Novices rode only nine of the 10 sections, while the four greater-skilled classes tackled every trap and ventured into the San Gabriel Canyon River. The sections consisted primarily of technique-demanding turns through gardens of bowling-ball sized rocks. Some sand turns, logs and slick boulders provided a variety of challenges. The event served at the third round of the American Trials Association Championship Series.

Greg Baillie held the Novice B class lead after the first loop with a 10-point scorecard. John Rellos was right on his heels with Steve Graham and Shawn Pickett in close pursuit.

Baillie's second-loop score worsened while most of his competitors improved their scores. Baillie dropped to fourth and Graham grabbed a four-point lead over Pickett and a surging Corbin.

The trio of Corbin, Graham and Pickett all turned in higher loop cards on their last trip around the rugged rock-infested loop than they had on their second loop, but Corbin's seven-point total was more than enough to move him into a tie with Graham, 28-28.

When scorekeeper Silvia Poe totalled the tie-breaking cleans, the pair were still tied, with 13 cleans each. With that, the "ones" were tallied and Corbin snatched the win over Graham, 8-6.

Pickett finished third, one dab ahead of Michael Tice, whose two-point initial loop was the best Novice-class card of the day.

In the Expert class, three-time National Champion Scott Head narrowly defeated rival six-time ATA Champion Tom Hamann by a single dab. Hamann piloted his Beta Zero to a four-point lead on the first loop, but slowly watched it slip away. Head, on a Fantic K-Roo, shaved a point off on the second loop and finished the job by undercoring Hamann, 5-9, on the last rotation to win, 28-29.

Beta Zero-mounted Todd Rumsey came from seven points down to earn the win in the Intermediate A class over Dave Rector, 26-28. Although Rector had a four-clean advantage, two single-dirt loops by Rumsey were enough to grab the class win.

## Results

NOV B: 1. Bret Corbin (Fan); 2. Steve Graham (Mon); 3. Shawn Pickett (Fan); 4. Michael Tice (Yam); 5. John Rellos (Yam).

NOV A: 1. Mark Hagan (Bul); 2. Mark Karoya (Yam); 3. Bruce Backstrom (Yam); 4. Donn Maeda (Fan); 5. Bryan Benson (Yam).

SPTMN C: 1. Bob Gaouette (Fan); 2. JoAnn Head (Bet); 3. Sheldon Parker (Bet); 4. Steve Glanzman (SWM); 5. Ted Zinsmann (Fan).

SPTMN B: 1. Peter Thatcher (Apr); 2. Jeff Latimer (Yam); 3. Gary Osborn (Hon); 4. Doug Stephens (Yam); 5. Rick Cavataio (Fan).

SPTMN A: 1. Terry Baker (Mon); 2. Martin Argo (Yam); 3. Ian Griffin (Fan); 4. Colin Iwasa (Yam).

INT B: 1. Jim Miller (Yam); 2. Don Williams (Bet); 3. Paul DeArmond (Fan); 4. Tom Blake (Bet); 5. Mitch Berger (Yam).

INT A: 1. Todd Rumsey (Bet); 2. David Rector (Yam); 3. Art Webster (Yam); 4. Lee Holth (Yam); 5. Roger Guard (G-G).

ADV B: 1. Larry Varnell (Yam); 2. Jack Heminway (Fan); 3. Kurt Roll (Bet).

ADV A: 1. David Pyle (Fan); 2. Clive Hannon (Fan); 3. Kent Graham (Apr); 4. Thom Englehart (Yam).

EX: 1. Scott Head (Fan); 2. Tom Hamann (Bet); 3. Matt Pritchard (Yam); 4. Jared Malmquist (Bet); 5. Mark Oldar (Fan).

## Lawrence lands Perris MX win

By Tony Alessi

PERRIS, CA, MAR. 20

Team Suzuki's Phil Lawrence leveled the combined Pro class competition at GFI's Super Saturday Motocross, held at Perris Raceway.

A new twist was added to the day's events by promoter Goat Breker. Five dollars from each race entry was set aside and raffled off later in the day amongst the racers. Seven lucky winners each received \$100 cash.

The first of two 20-lap motos saw Ray Hensley grab the holeshot, only to be passed by Spud Walters on the first lap. Lawrence appeared to be cruising on the first lap, opting to look for new lines and take his time. Lawrence's strategy paid off, as he became the first rider to turn two jumps near the finish line into a large double. Lawrence whipped his Suzuki sideways

as he sailed over the obstacle, nearly two-stories above the ground.

By the third lap, Lawrence had displaced the entire field and taken over the lead from Walters. Joel Albrecht also cleared the huge double, and used the obstacle to move into third, behind Lawrence and Walters.

At the finish, Lawrence enjoyed a huge lead over Walters and Albrecht.

Walters again grabbed the holeshot at the start of moto two, while Lawrence left the gate in dead last.

"Perris is a good place to prepare for the Nationals and supercrosses," said Lawrence, who currently leads the AMA Western Regional 125cc Supercross Series point standings. "Riding two 20-lap motos on a rough track like this is excellent practice."

Lawrence's plan for the second moto was to use the rest of the field for passing practice. Lawrence stormed through the pack and passed each and every rider before romping away with a one minute, seven-second margin of victory. With the exception of runner-up Walters, Lawrence lapped all of the pros. Jimmy Lavorci finished third in both motos for third overall.

Joe Ryan topped three out of four motos that he competed in to notch the 125 and 250cc Novice class wins. Ryan's only defeat of the day came in the first 250cc Novice moto, when he was forced to come from dead last. Ryan topped first-moto winner Clint Briska and Chris Repp in the second moto to garner the overall win.

## Results

P/W BEG DIV 1: 1. Michael Alessi (Yam); 2. Kyle Foltz (Yam); 3. Jacob Poole (Yam); 4. Mark Atkins (Yam); 5. Dallas Peick (Yam).

P/W BEG DIV 2: 1. David Hooks (Yam); 2. Andy Vandenberg (Yam); 3. Skylar Falcon (Yam); 4. Matthew Brewer (Yam); 5. Mike Danko (Yam).

P/W STK DIV 1: 1. Cale Wallace (Yam); 2. Nick Alvarez (Yam); 3. Daton Beavers (Yam); 4. Jesus Casillas Jr. (Yam); 5. Chad Munn (Yam).

P/W STK DIV 2: 1. James Baker (Yam); 2. Cole Beavers (Yam); 3. Tommy Cochran (Yam); 4. David Hooks (Yam).

P/W MOD DIV 1: 1. Nick Alvarez (Yam); 2. Cale Wallace (Yam); 3. Chad Munn (Yam); 4. Daton Beavers (Yam).

P/W MOD DIV 2: 1. James Baker (Yam); 2. Jimmy Rutledge (Yam).

60 0-8: 1. Jesus Casillas (Kaw); 2. Cale Wallace (Kaw); 3. Ryan Pickard (Kaw); 4. Super Dave (Kaw); 5. Bobby Legate (Kaw).

60 9-11: 1. Cole Beavers (Kaw).

80 BEG: 1. Wes Carey (Suz); 2. Erin Wood (Suz); 3. Sean Allen (Suz); 4. Kris Bowers (Kaw); 5. Vance Freeman (Suz).

80 NOV: 1. Michael Young (Suz); 2. Josh Preman (Yam); 3. Tyson Taylor (Yam); 4. Joshua Poole (Yam).

125 BEG: 1. Eric Anderson (Suz); 2. Jason Omanson (Hon); 3. Tore Amato (Hon); 4. Justin Snyder (Yam); 5. Brandon Hutchins (Suz).

125 NOV: 1. Joe Ryan (Yam); 2. Chris Meyer (Hon); 3. Chris Packwood (Yam); 4. Rick Rickards (Yam); 5. Aaron Reman (Suz).

125 INT: 1. Mike Ulrich (Hon).

125/250 PRO: 1. Phil Lawrence (Suz); 2. Spud Walters (Suz); 3. Jimmy Lavorci (Suz); 4. Steven Skiba (Suz); 5. Cal Nowiki (Kaw).

250 BEG: 1. Rob Smith (Yam); 2. Marc Johnson (Kaw); 3. Harlan Arnett (Yam); 4. David Eychaner (Suz); 5. Tony Edeson (Yam).

250 NOV: 1. Joe Ryan (Yam); 2. Clint Briska (Kaw); 3. Chris Repp (Kaw); 4. Bret Milan (Yam); 5. Steve Cox (Suz).

250 INT: 1. Tyson Kady (Kaw); 2. Tim Olson (Suz).

500 BEG: 1. Henry Kokosenski (Hon); 2. Paul Evans (Suz); 3. Brian Elliott (Hon); 4. Tom Gergren (Hon); 5. Bernhard Leitner (ATK).

500 NOV: 1. Marc Prince (Hus); 2. Pete Vertrano (Hon); 3. Fred Thiel (Hon).

500 INT: 1. Garth Milan (ATK).

+25 NOV: 1. Eric Beisinger (Yam); 2. Jay Pavlovic (Yam); 3. Joe DeGano (Suz); 4. Mike McGuire (Hon); 5. Frank Villa (Suz).

+25 BEG: 1. Mike Matson (Suz); 2. Chris Waters (Yam); 3. Henry Kokosenski (Hon); 4. Richard Waite (Kaw); 5. Randy Smith (Yam).

+25 INT: 1. John Griffin (Suz); 2. Tony Alessi (Hon).

+30 NOV: 1. Brian Allen (Suz); 2. Bill Reimer (Yam); 3. Marc Prince (Hus); 4. Pete Vertrano (Suz); 5. Mike Marion (Hon).

+30 INT: 1. Steve Piatonni (Suz); 2. David Sarian (Kaw); 3. Scott Wilkinson (Hon); 4. Marc Crosby (Kaw); 5. JS Hanson (Hon).

+PRO: 1. Robert Weber (Hon).

+35 NOV: 1. Frank Steiner (Suz); 2. Wally Moore (Hon); 3. Ty Larson (Hus); 4. Wayne Carey (Hon); 5. Marc Moore (Suz).

+35 INT: 1. Marc Crosby (Kaw); 2. Mark Stroup (Yam); 3. Willy Haney (Suz); 4. Kelly Franklin (Yam); 5. JS Hanson (Hon).

+40 NOV: 1. Wayne Carey (Hon); 2. Bob Legate (Suz); 3. Roger Townsend (Hon); 4. Rich Hansen (Hon).

+40 INT: 1. Ray Simons (CZ).

+40 EX: 1. George Kohler (Kaw); 2. Steve Clark (Kaw); 3. Jody Weisel (Yam); 4. Ray Pisarski (Hon); 5. Bengt Johansson (Yam).

WMN: 1. Susan Lee (Suz); 2. Erin Donerly (Kaw); 3. Stacy Bremmer (Yam); 4. Jules Sokatch (Kaw); 5. Cynthia Fling (Suz).

## Aquilar wins Amago mini RR

By Al Lyons

PALOMAR, CA, MAR. 14

Team Belchfire-sponsored Rick Aquilar won both the Beginner Stock and Beginner Modified classes at round two of the California Mini Road Race Association's Winter Series at Amago Raceway.

In Beginner Stock, Aquilar easily pulled away in both eight-lap heats. The racing behind was tight between Gordon Forbes, Bill Lawless and Ben Solis. Forbes, Lawless and Solis swapped places several times, but it was Forbes taking second overall.

Aquilar was off again in the Beginner Modified class, leaving the battle between Solis and Scott Patton. Racing wheel-to-wheel it was Solis taking the second place spot.

Neo Oil, Lockhart-Phillips-sponsored Sherri Lyons demonstrated how to do it in the Amateur Modified class. In the first heat it was Jeremy Hutchinson and Lyons off first on the line.



Lyons stayed right on the rear wheel of Hutchinson until lap five when she missed a shift and lost ground. With Lyons unable to rake up the needed distance it was Hutchinson taking the checkered flag first. In the second heat it was Hutchinson and Lyons off again. The battle continued again until lap five when Lyons made her move, taking over the first place position and easily going on for the win.

#### Results

BEG STK: 1. Erick Aguilar (Yam); 2. Gordon Forbes (Yam); 3. Ben Solis (Yam); 4. Jim Reardon (Yam); 5. Bill Lawless (Yam).

BEG MOD: 1. Erick Aguilar (Yam); 3. Ben Solis (Yam); 3. Scott Patten (Yam); 4. Richard Felkins (Yam); 5. Gordon Forbes (Yam).

AM STK: 1. John Hopkins (Yam); 2. Patrick Murray (Yam); 3. Kevin Allen (Yam); 4. Ron West (Yam).

AM MOD: 1. Sherri Lyons (Yam); 2. Jeremy Hutchinson (Yam); 3. John Hopkins (Yam); 4. Nick Waters (Yam); 5. Patrick Murray (Yam).

VET (30+): 1. Patrick Murray (Yam); 2. Gordon Forbes (Yam); 3. Kevin Allen (Yam); 4. Bill Lawless (Yam); 5. Richard Felkins (Yam).

EX MOD: 1. Bryan Hutchinson (Yam).  
80cc: 1. Jamie Ricker (Yam).

## Vohland scores Riverfront Motocross win

By John Silva

MARYSVILLE, CA, MAR. 21

Winning at Marysville has become a family tradition for the racing Vohland brothers, and Tyson Vohland kept that tradition alive by finishing first in the Pro class. The North Country Yamaha/Yoko/Smith-backed Vohland earned the win after returning to competition following a five-month layoff.

Moto one saw rookie pro Derek Watkins take the holeshot with Vohland second. Watkins looked good in his first race as a professional, and he held firm despite pressure from the more-experienced Vohland. Watkins hit the rockers aggressively, and aimed for the high point on many of the jumps, thus clearing obstacles with high-flying antics. Vohland stayed right on Watkins rear fender, although he flew low and was clearly seeking the smoothest line.

"I was having some trouble with my arms pumping up," Vohland explained later. "I could stay right on him (Watkins) without pushing it, but I couldn't get by."

By mid-race, Watkins and Vohland began to encounter backmarkers. Both made it around the slower riders without incident, and eventually lapped more than half the field.

Vohland charged on the final straight, but a lapper was on his line in the last corner, preventing any chance for a last-second pass.

At the finish, Watkins prevailed with Vohland second and Tyce Jackson a distant third.

Watkins smoked 'em again at the start of moto two, and entered the back-section with five bike lengths over Vohland. Again, the top two used radically different techniques to negotiate the course. Watkins flew high, and held tight to the inside in the corners, while Vohland railed around the outside, using every inch of the berms. Different as they were, the race was very close.

This time, Vohland appeared to have the drive he lacked in the first moto, and quickly closed on Watkins. Handlebar-to-handlebar, the pressure was fierce, but Watkins looked determined to keep the lead. In a sweeping turn at the north corner of the track, Watkins' lead was cut short. While protecting the inside line, a pothole caught his front wheel and Watkins went down. Unhurt, he was able to re-start quickly, but Vohland had moved past as well as several others.

With a clear track ahead, Vohland clicked it up a notch. Blazing around the track unrestrained, he turned his best lap times of the day. Though things looked good for Vohland, the race was far from over.

Watkins straightened his goggles and took off after the leaders. Riding like a man possessed, Watkins had a few close calls as he charged after Vohland.

This wild ride moved Watkins past everyone except Vohland. Watkins chipped away at Vohland's lead by a few seconds every lap, but it wasn't enough. Although Watkins closed to within one straightaway of the leader, he ran out of time before he could challenge. At the finish, it was Vohland with a good lead over Watkins with third place going to the amazingly fast Intermediate Tyce Jackson.

In the Old Timer Master class, Larry Hartnett was the man to beat after his first-moto win. Hartnett holeshot moto two, and it looked to be a clean sweep for the Suzuki rider until a crash dropped him to the back of the pack. Pat Smith inherited the top spot, and fought a tough battle with Tim Colvert for several laps. The race went right to the wire, but Smith won by a wheel. Consistent 3-2 finishes gave Colvert second in the final tally, with Richard Shilling earning third.

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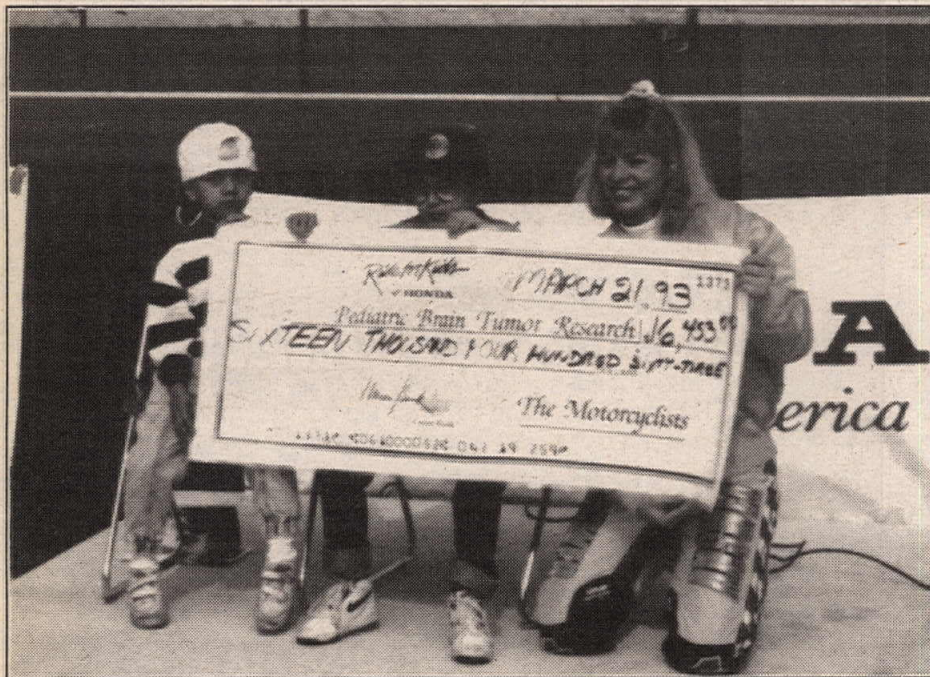


# EVENTS



Donnie Wolfe (84) came out on top of the 60cc class at the Horn Rapids MX opener.

Motorcyclists raised \$16,500 for pediatric brain tumor research at the Ride for Kids.



## Results

OT MSTR: 1. Pat Smith (KTM); 2. Tim Colvert (Kaw); 3. Richard Shilling (Yam); 4. Jack Baker (Hon); 5. Larry Hartnett (Suz).  
 OT JR: 1. David Bowen (Kaw).  
 PRO: 1. Tyson Vohland (Yam); 2. Derek Watkins (Hon).  
 125 INT: 1. Tyce Jackson (Hon); 2. Jerry Cowley (Hon).  
 125 JR: 1. Saul Smoak (Suz); 2. Ian Radich (Suz); 3. Carl Baker (Kaw); 4. Ryan Duntch (Suz); 5. James Totten (Hon).  
 125 BEG: 1. Rich Coppage (Hon); 2. Brian Case (Hon); 3. John Yoshikawa (Kaw); 4. Kelly Hicks (Yam).  
 VET EX: 1. Mike Harper (KTM); 2. Tony Milner (Yam).  
 VET INT: 1. Gary Morris (Yam); 2. Will Conley (Hon); 3. Dave Coker (Yam).  
 250 JR: 1. Bob Collier (Hon); 2. Steve Miller (Hon); 3. Jon Russell (Hon).  
 250 BEG: 1. Dennis Smith (Yam); 2. Ken Trombley (KTM).

## Banks, Dagner double at Stateline Motocross

By Holly Harmon

MURRAY, KY, MAR. 21

Devin Banks and Charlie Dagner emerged as the only double class winners at the first round of the Gear/CGR/Scott/Troy Lee/Bieffe/Pro Circuit/Sidewinder/Xtreme/Acerbis/Sidi/White Bros.-sponsored Stateline Spring Series, as Banks smoked the competition in the 125 and 250cc B classes and Dagner handled the 60 and 80cc Junior classes.

Banks holeshot and ran away with both motos of the 250cc B class, leaving Darren Clayton, Chris Lardo and David Younger to battle for the runner-up spot. Clayton eventually secured second overall.

A staggered start in the 125cc A and B classes made for some exciting action, as the A riders gated approximately 30 seconds ahead of the B class.

After taking a trip to the emergency room following a horrendous practice crash in another class, Rob Cook made it to the line just in time for the 125cc first moto. Cook blasted out of the gate in the lead, with Tim Hawthorne and

Mike Feller in tow. Hawthorne wasted no time in displacing Cook, and went on to win the moto.

Banks holeshot the B class and slashed his way around the track at a blazing pace, catching the back runners in the A class by the halfway point. Banks continued to gain ground on the A-class leaders as he consistently cleared the 95-foot tabletop and the monstrous uphill doubles. With only two laps left, Banks reeled in Hawthorne and made the pass stick as they went over the tunnel jump.

The starters held the B class back a little longer in the second moto, but once again Banks reeled in the A class leaders, Cook and Hawthorne, taking the B-class win. Cook held off Hawthorne, who was riding with a sore leg after a crash in the 250cc A class, to take the overall win.

Charlie Dagner rode hard as he raced his KX60 to the wins in his classes. Dagner held off the more powerful 80cc bikes and never faltered as he led every lap of his four motos.

## Results

50: 1. Kenny Dale Orr (Yam); 2. Daniel Luckinbill (Yam); 3. Hugh Falwell (Yam).  
 60: 1. Charlie Dagner (Kaw); 2. Derek Riley (Kaw); 3. Shawn Mayo (Hon).  
 80 JR: 1. Charlie Dagner (Kaw); 2. Derek Riley (Kaw); 3. Josh Brooks (Yam); 4. Valerie Lawrence (Hon); 5. Shawn Mayo (Hon).  
 80 SR: 1. Andy Howell (Hon); 2. Ronnie George (Suz); 3. Cale Swiger (Hon); 4. Sam Hays (Kaw); 5. Chris Burken (Yam).  
 SCLBY: 1. John Thompson (Hon); 2. Jason Perry (Hon); 3. Andy Howell (Hon); 4. Ronnie George (Suz); 5. Mitch Tisserand (Kaw).  
 16-24: 1. Rusty McCubbin (Hon); 2. Terry Bass (Kaw); 3. Tracy Myrick (Suz).  
 125 C: 1. Russ Limbaugh (Hon); 2. Kerry Green (Yam); 3. Jody Cooper (Suz); 4. Tracy Myrick (Suz); 5. Mitch Tisserand (Kaw).  
 125 B: 1. Devin Banks (Suz); 2. Rusty McCubbin (Hon); 3. Travis Toll (Suz); 4. Damon Britain (Hon).  
 125 A: 1. Rob Cook (Kaw); 2. Tim Hawthorne (Suz); 3. Mike Feller (Yam); 4. Clint Baird (Hon).  
 250 C: 1. John Thompson (Hon); 2. Terry Bass (Kaw); 3. Chet Miller (Kaw); 4. Brian Kennedy (Hon); 5. Mitch Knight (Suz).  
 250 B: 1. Devin Banks (Suz); 2. Darren Clayton (Yam); 3. Chris Lardo (Kaw); 4. David Younger (Hon); 5. Paul Puckett (Yam).  
 250 A: 1. Trey Phillips (Hon); 2. Mike Feller (Yam); 3. John Dixon (Suz); 4. Tim Hawthorne (Suz).

BEG: 1. Jimmy Horner (Hon); 2. Chris Trull (Suz); 3. Michael Hayden (Yam); 4. Danny Luckinbill (Hon); 5. Derek Egnor (Suz).  
 +25: 1. Dan Duckett (Hon); 2. Ronnie Ray (Suz); 3. Chris Logsdon (Kaw); 4. Mike Taylor (Yam); 5. Paul Puckett (Yam).  
 +30: 1. Mike Taylor (Yam); 2. Ronnie Ray (Suz); 3. Rick Castleberry (Suz); 4. Van Clendenin (Hon).  
 +35: 1. Ronnie Ray (Suz); 2. Greg Palmay (Hon).

## Laughridge launches to Cycleland MX win

By Michael Rich

CHICO, CA. MAR. 21

Yamaha-mounted Evan Laughridge came out on top of a fierce battle to take the overall win in the Mini class at the Cycleland Speedway MX.

Mike Morgan shot out of the gate to lead the first Mini class moto with Kyle Garner and Laughridge right behind him. As the riders came through the rockers for the first time, Laughridge moved to the inside of Garner and then made the pass for second in the upcoming turn. Once in second, Laughridge set out after Morgan with Garner in tow. With one lap in the books, and the riders setting out onto the back-straight for the second time, Morgan got out of shape over one of the smaller jumps. Laughridge and Garner took immediate advantage of the error and dropped Morgan back to third. Before Morgan could regroup, he came under attack from Richard Felix. On the next lap, Felix saw his opening and moved Morgan to fourth in the rockers. By the time Felix reached third, Laughridge and Garner had disappeared. At the flag, it was Laughridge in a squeaker over Garner. Felix finished third.

As the gate dropped on the second moto, Felix rocketed away from the field and would not be seen again until the checkers had fallen. Morgan gated in second with Laughridge in third. Garner was mired back in mid-pack but was soon on the move. Laughridge shadowed Morgan for three laps applying constant pressure. This finally paid off when Morgan stalled his engine in one of the many hairpins and Laughridge moved past to assume second. As Morgan was getting under way again, Garner closed in and made the pass in the next straight. Morgan's problems weren't over as he went down trying catch and repass Garner. Felix cruised to the line with an easy win followed by Laughridge and Garner. Laughridge took the overall. Felix was able to steal second with his win in the second moto. Garner finished third.

In the Junior race Mark Cooper rode away with the overall with two easy wins. Joe Souza brought his Yamaha home in second place in both motos for second overall.

## Results

P/W: 1. Andy Morgan (Yam); 2. Chris Barnes (Yam).  
 60: 1. Daniel Fowler (Kaw); 2. Travis Williams (Kaw).  
 MINI: 1. Evan Laughridge (Yam); 2. Richard Felix (Yam); 3. Kyle Garner (Kaw); 4. Mike Morgan (Yam).  
 125 NOV: 1. Michael Rich (Suz); 2. Scott McEnespy (Yam); 3. Doug Kronen (Yam); 4. Michael Norton (Hon).  
 250 NOV: 1. Marcus Titus (Yam); 2. Peter Hanchett (KTM); 3. JR: 1. Markl Cooper (Hon); 2. Joe Souza (Yam).  
 INT: 1. Danny Rutherford (Hon).  
 PRO: 1. Lowell Mourall Jr. (Hon).

## Big money raised at Ride For Kids Dual Sport ride

By Larry Langley

COLTON, CA, MAR. 21

The first Ride For Kids (RFK) dual sport event drew 148 riders to the Honda Training Center in Colton and \$16,500 was raised for pediatric brain tumor research. In 1984, Mike Traynor, an executive of an Atlanta-based newspaper group and motorcyclist, organized a charitable benefit to support the Brain Tumor Foundation for Children which had been started by a friend of his who had a child afflicted with a brain tumor. With help from American Honda and the North Georgia Honda dealers, the first event grew each year. In 1989 a second ride in Chicago was created. In 1991, Traynor approached American Honda about sponsoring a national RFK program, the goal of which was to become the primary vehicle for the raising of research dollars. In 1991, brain tumors became the leading killer of children by disease. More children were affected with leukemia but because of the millions of dollars of research invested into the cure for that disease, the greater percentage of those children now survive.

With Honda's support, the RFK has now gone nationwide with a number of street rides and at least two dual sport rides raising money. Since Honda picks up all organization expenses, 100% of the money raised at each event will go to research.

The RFK dual sport was co-sponsored by D-37, AMA Dual Sport whose clubs and promoters donated their time to do course layout, route sheets, checkpoints and sweep. Riders signed up with a minimum donation of \$35. The idea was to collect money from friends, relatives and co-workers.

Most riders brought much more than the minimum. Riders who brought at least \$300 were eligible for the drawing of a new motorcycle to be given away after the road RFK a week later in Dana Point, California.

After a donut breakfast and sign-up, riders heard from Mike Traynor, doctors, USFS representative Gene Zimmerman, two children with brain tumors and Honda's Chuck Miller, coordinator of the ride. Then the first riders were released onto the course which looped up into the nearby San Bernardino Mountains.

The course itself was pretty basic, mostly fire roads, but the snow covered mountains in the distance along with glorious 75 degree weather created ideal riding conditions. While most riders were local southern California residents, a number of riders came from other states, some as far away as Michigan to enjoy the ride and donate money. The course made a loop through the Lytle Creek area and included a break in Cajon Pass for gas before it led the riders over near Lake Silverwood before heading back to Colton to the finish where a barbecue was waiting for the hungry riders as well as numerous prizes donated by industry donors.

Some notables who turned out for the ride included White Bros. Tom White and his wife, Dirt Rider magazine's Charley Morey and Scott Goodwin.

## Edwards reigns at Horn Rapids Motocross

By Kim Harris

RICHLAND, WA, MAR. 14

More than 280 riders turned out for the spring opener at Horn Rapids ORV, and one of the day's top riders was Reid Edwards, who scored the win in the 60cc (9-11) class. Edwards won both motos, while Jason Zuhlke and Nathan Goetz rounded out the top three.

Another double moto winner was Donnie Wolfe in the 60cc (0-8) class. Wolfe maintained his lead in both outings over Beginners Kyle Harris and Nick McCongly.

There was plenty of action in the 125cc B class. Eric Rhodes grabbed the holeshot in the first moto, but soon after crashed in a turn. Justin Lozotte, who was running in second at the time, ran into the downed rider. Lozotte eventually broke free of Rhodes and went on to score the moto win.

Brent Delay came back in the second moto to score the win and the first-place overall trophy. First-moto winner Lozotte worked his way up to third after a poor start and secured second overall. Bobby Klehl, who finished second ahead of Lozotte in the second moto, ended up finishing third overall.

The 125cc class provided some of the hottest action of the day. Eric Waunch nailed the holeshot over Dan Moore and Corey Bauder. Waunch controlled the front position until the second lap when Moore passed him. Moore held on to score the moto win ahead of Waunch.

In the second moto, Waunch crashed in the first turn, while Moore and Bauder battled out in front. Moore eventually saw daylight around Bauder, passed him and went on to score the win over Bauder and Waunch.

## Results

P/W: 1. Kyle Harris (Yam); 2. Joey Langston (Yam); 3. David Rose (Suz).  
 60 (9-11): 1. Reid Edwards (Kaw); 2. Jason Zuhlke (Kaw); 3. Nathan Goetz (Kaw).  
 60 (0-8): 1. Donnie Wolfe (Kaw); 2. Kyle Harris (Kaw); 3. Nick McCongly (Kaw).  
 80 A: 1. Jimmy Lumastus (Yam); 2. Derek Mahoney (Suz).  
 80 B: 1. Todd Bailey (Suz); 2. Jordan Sumpter (Kaw); 3. Scott Ward (Suz).  
 80 C: 1. B.J. Morgan (Suz); 2. Jason Zuhlke (Kaw); 3. Adam Sumpter (Kaw).  
 125 A: 1. Dan Moore (Hon); 2. Cory Bauder (Kaw); 3. Eric Waunch (Hon).  
 125 B: 1. Brent Delay (Hon); 2. Justin Lozotte (Hon); 3. Bobby Klehl (Hon).  
 125 C: 1. Mathew Axelson (Suz); 2. Cyle Upung (Suz); 3. James Cleveland (Suz).  
 125 PRO: 1. Chaun McAlister (Suz); 2. Lowell Thompson (Hon); 3. James Richard (Hon).  
 250 A: 1. Darren M. (Suz); 2. Dave Silbestri (Suz); 3. Brent Wutz (Suz).  
 250 B: 1. Ernie Trulson (Hon); 2. Mark Jordan (Suz); 3. Jay Bird (Suz).  
 250 C: 1. Shawn Wood (Yam); 2. Dan Fitch (Suz); 3. Curt Spanaway (Yam).  
 250 PRO: 1. Chawn McAlister (Suz); 2. Lowell Thompson (Hon); 3. Jeff Larson (Hon).  
 500 A: 1. Darren McGlaughlin (Suz); 2. Casey Horseman (Hon); 3. Jeff Bailey (Hon).  
 500 B: 1. Gary Taber (Hon); 2. Steve Mitchell (KTM); 3. Mike Heimbigner (Hon).  
 500 C: 1. Randy Laplant (Hon); 2. Greg Parks (Hon); 3. Nolan Harkness (Kaw).  
 UTH A: 1. Ron Thalheimer (Kaw); 2. Tim Evert (KTM); 3. Brent Delay (Hon).  
 UTH B: 1. Ernie Tranlson (Hon); 2. Duane Morris (Hon); 3. Mike Morgan (Yam).  
 UTH C: 1. Dan Wise (Hon); 2. Robert Gehrke (Kaw); 3. Bryan Hansen (Kaw).  
 UTH VET: 1. Dave Sylvestri (Suz); 2. Chris Hutzelmens (Kaw); 3. Ted Devol (Kaw).  
 OTH B: 1. Gary Bren (Hon); 2. Reid Goyette (Kaw); 3. Oscar Sheets (Suz).  
 OTH PRO: 1. Doug Miller (Suz); 2. Willy Musgrave (ATK).  
 OT A: 1. Rick Kelley (Kaw).  
 OT B: 1. Greg Nelson (Hon); 2. Joe Corder (Kaw); 3. Dave Schell (Hon).



Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

## CHAMPIONSHIP EVENTS

### \* World C'ship Road Race Series

4/4 Shah Alam, Malaysia  
4/18 Suzuka, Japan  
5/2 Jerez, Spain  
5/16 Salzberg, Austria  
6/13 Hockenheim, Germany  
6/26 Assen, Holland  
7/4 Catalunya, Spain  
7/18 Mugello, Italy  
8/1 Donington, England  
8/15 Brno, Czechoslovakia  
9/5 Misano, Italy  
9/12 Laguna Seca, CA, USA  
10/3 Kyalami, South Africa  
\* Tentative

### World C'ship Superbike Road Race Series

4/9 Brands Hatch, England  
5/9 Hockenheim, Germany  
5/30 Alacete, Spain  
6/13 Estoril, Portugal  
6/27 Misano, Italy  
7/11 Zeltweg, Austria  
7/18 Brno, Czechoslovakia  
8/8 Anderstorp, Sweden  
8/22 Johor, Malaysia  
8/29 Sugo, Japan  
9/12 Assen, Holland  
9/26 Monza, Italy  
10/3 Donington Park, England  
10/24 Mexico City, Mexico

### World C'ship 125cc MX Series

4/4 Bra, Italy  
4/18 Mons, Belgium  
5/2 Nantwich, England  
5/16 Gdynia, Poland  
5/23 Berghem, Netherlands  
6/6 Holice, Czechoslovakia  
6/13 Gerstetten, Germany  
6/20 Borgo Mag., San Marino  
7/18 Lagupie, France  
8/1 Interlagos, Brazil  
8/8 Amstittan, Guatemala  
8/29 Janjimp, Australia

### World C'ship 250cc MX Series

4/4 Valkenswaard, Netherlands  
4/18 Payerne, Switzerland  
4/25 Beaucarre, France  
5/9 Sun City, South Africa  
5/23 Laubus-Esch, Germany  
6/13 Lommel, Belgium  
6/20 Foxhill Park, England  
6/27 Vernon Mount, Ireland  
7/11 Maracay, Venezuela  
7/18 Budds Creek, Maryland, USA  
8/1 Nykoping, Sweden  
8/8 Vantaa, Finland  
8/22 Suzuka, Japan  
Info 614/891-2425

### World C'ship 500cc MX Series

4/4 Hawkstone Park, England  
5/9 Sittendorf, Austria  
5/16 Nykoping, Sweden  
5/23 Salo, Finland  
6/6 Faenza, Italy  
6/20 Kaposvar, Hungary  
7/4 Argenteuil, Portugal  
7/18 Mill, Netherlands  
8/1 Namur, Belgium  
8/8 Folkendange, Luxembourg  
8/22 Sverepac, Czechoslovakia  
8/29 Geneva, Switzerland

### Motocross des Nations

9/12 Schwanenstadt, Austria

### International Six Days Enduro

10/11-16 Assen, Holland

### World C'ship Endurance Road Race Series

4/17-18 Le Mans, France  
5/22-23 Catalunya, Spain  
6/19-20 Anderstorp, Sweden  
7/3-4 Francorchamps, Belgium  
7/25 Suzuka, Japan  
9/18-19 Paul Ricard, France  
10/17 Johor, Malaysia  
10/24 Phillip Island, Australia

### World C'ship Observed Trials Series

4/18 Ettelbruck, Luxembourg  
4/25 Bilstein, Belgium  
5/23 Gelfreen, Germany  
5/30 Nepomuk, Czechoslovakia  
6/6 Stryzow, Poland

6/27 Bergamo, Italy  
7/4 Colombier-le-Vieux, France  
7/18 Viella, Spain  
7/25 St. Julian, Andorra  
9/5 Vantaa, Finland  
9/12 Kinna, Sweden  
9/26 Pateley Bridge, England

### Trial des Nations

10/2 Kilbroney, Ireland

### AMA Grand Nat'l C'ship Series

4/25 San Jose, CA M  
5/1 Sacramento, CA M  
5/8 Pomona, CA HM  
5/30 Springfield, IL M  
6/5 Mineralwells, WV HM  
6/19 Dallas, TX HM  
6/26 Lima, OH HM  
7/3 Lake Odessa, MI HM  
7/10 Hagerstown, MD HM  
7/17-18 Syracuse, NY M  
7/31 Oklahoma City, OK HM  
8/8 Peoria, IL TT  
8/11 Rapid City, SD HM  
8/21 Indianapolis, IN M  
8/28 Mineralwells, WV HM  
9/5 Springfield, IL M  
9/18 Castle Rock, WA TT  
10/2 Sacramento, CA M  
10/9 Pomona, CA HM  
Info 614/891-2425

### AMA 600 Nat'l C'ship Dirt Track Series

5/22 Castle Rock, WA TT  
6/13 Peoria, IL TT  
7/24 Oxford, ME ST  
9/11 Bellingham, WA ST  
Info 614/891-2425

### AMA Regional C'ship Dirt Track Series

5/22 Norwalk, OH HM  
5/23 Springfield, OH HM  
5/29 Springfield, IL M  
5/31 York, PA HM  
6/12 Dayton, OH HM  
6/25 Orrville, OH HM  
7/4 Frederick, MD HM  
8/27 Greenville, OH HM  
9/17 Castle Rock, WA TT  
Info 614/891-2425

### AMA Camel Supercross Series

4/3 Charlotte, NC  
4/17-18 Pontiac, MI  
4/24 Indianapolis, IN  
5/15 Pasadena, CA  
6/5 San Jose, CA  
6/12 Las Vegas, NV  
Info 614/891-2425

### AMA Nat'l C'ship 125/250 MX Series

5/2 Southwick, MA  
5/30 Mt. Morris, PA  
6/20 Sacramento, CA  
7/4 Buchanan, MI  
7/11 New Berlin, NY  
7/25 Troy, OH  
8/1 San Bernardino, CA  
Info 614/891-2425

### AMA 125/500 Nat'l C'ship MX Series

8/8 Washougal, WA  
8/15 Millville, NY  
8/29 Binghamton, NY  
9/5 Delmont, PA  
Info 614/891-2425

### AMA Nat'l C'ship Road Race Series

4/17-18 Monterey, CA  
5/1-2 Charlotte, NC  
6/12-13 Elkhart Lake, WI  
6/19-20 Loudon, NH  
7/17-18 Braselton, GA  
7/31-8/1 Brainerd, MN  
8/7-8 Lexington, OH  
8/28-29 Sonoma, CA  
10/2-3 Atlanta, GA  
Info 614/891-2425

### AMA Nat'l C'ship Hare Scrambles Series

4/4 Redding, CA  
7/11 Hookstown, PA  
7/25 S. Edmeston, NY  
9/12 Millfield, OH  
10/24 Flat River, MO  
11/7 Wickenburg, AZ  
Info 614/891-2425

### AMA Nat'l C'ship Enduro Series

4/18 Wellston, OH  
5/2 Navarro, CA

5/23 Perkinston, MS  
8/1 Teller City, CO  
8/8 Lansing, MI  
9/5 New Waverly, TX  
Info 614/891-2425

### AMA Nat'l Reliability Trials Series

4/22-25 Tulsa, OK  
5/9 Stanhope, NJ  
5/30 McArthur, OH  
6/5-6 Boise, ID  
6/11-13 Bellingham, WA  
6/26-27 McMinnville, OR  
Info 614/891-2425

### AMA Nat'l C'ship Hare & Hound Series

4/18 Jericho, UT  
5/15 Wells, NV  
9/12 Wendover, NV  
10/24 Lucerne Valley, CA  
Info 614/891-2425

### AMA Wiseco/Yamaha/Dunlop Nat'l Cross Country Series

4/18 Sharpsburg, MD  
5/2 Boyers, PA  
5/16 Brownsville, PA  
6/6 Millfield, OH  
6/20 Davis, WV  
8/29 Laurelville, OH  
9/19 Bunner Ridge, WV  
10/3 Elkins, WV  
10/17 Elizabeth, WV  
10/31 Mt. Morris, PA  
Info 304/594-1157

### AMA Mid-South C'ship Winter Hare Scrambles Series

4/4 Centerville, TN  
4/25 Greeneville, TN  
Info 615/331-1475

### AMA Southeastern Regional MX C'ship Mega Series

4/11 Kingport, TN  
4/18 Blountville, TN  
5/2 Macon, GA  
5/16 Wytheville, VA  
5/22-23 Blountville, TN  
6/6 Kingsport, TN  
6/13 Blountville, TN  
7/4 Axton, VA  
7/10-11 Blountville, TN  
7/25 Wytheville, VA  
8/1 London, KY  
8/22 Blountville, TN  
9/12 Blountville, TN  
10/23-24 Blountville, TN  
Info 615/323-5497

### AMA/CCS C'ship Cup Series

4/10-11 SE MA Faulkville, GA  
4/10-11 SC Topeka, KS  
4/10-11 GL Grattan, MI  
4/17-18 Laguna Seca, CA  
4/17-18 MW GL Elkhart Lake, WI  
4/24-25 SF W. Palm Beach, FL  
4/24-25 NE Loudon, NH  
4/24-25 SW Phoenix, AZ  
5/1-2 Charlotte, NC  
5/1-2 MA AHRMA Summit Point, WV  
5/8-9 SF SE Talladega, AL  
5/8-9 MW GL Beloit, IL  
5/8-9 NE Loudon, NH  
5/8-9 SC Talladega, AL  
5/15-16 SW AHRMA Phoenix, AZ  
5/22-23 MW GL Brainerd, MN  
5/29-30 SF W. Palm Beach, FL  
5/29-30 SE Faulkville, GA  
5/29-30 NE Bridgehampton, NY  
6/5-6 MW Beloit, IL  
6/5-6 SW Las Vegas, NV  
6/5-6 SC Topeka, KS  
6/12-13 Elkhart Lake, WI  
6/12-13 MA Summit Point, WV  
6/12-13 MW GL Grattan, MI  
6/12-13 NE Loudon, NH  
6/19-20 Loudon, NH  
6/19-20 SW Phoenix, AZ  
6/26-27 SF SE AHRMA Braselton, GA  
7/3-4 GL Grattan, MI  
7/3-4 NE Bridgehampton, NY  
7/3-4 SC Topeka, KS  
7/10-11 SF W. Palm Beach, FL  
7/17-18 Braselton, GA  
7/17-18 MA Summit Point, WV  
7/17-18 NE Loudon, NH  
7/24-25 MW GL AHRMA Beloit, IL  
7/31-8/1 Brainerd, MN  
7/31-8/1 SF SE Faulkville, GA  
7/31-8/1 NE Bridgehampton, NY  
8/7-8 Lexington, OH  
8/14-15 SF W. Palm Beach, FL  
8/21-22 MW AHRMA Beloit, IL  
8/28-29 Sears Point, CA  
8/28-29 SF SE Talladega, AL  
8/28-29 GL AHRMA Grattan, MI

Yamaha Motor Corporation, U.S.A. has the following opportunities available:

### REGIONAL SERVICE MANAGER

We are seeking a proven leader with industry experience to manage our Western Regional Service Operations for our motorcycle, ATV and water vehicle products. Customer satisfaction, and dealer technical assistance & training will be your top priorities as you supervise the Regional Service team. Strong management skills are required. A college degree is preferred. Southern California based, with travel required. **Code: RSM**

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We are looking for a high-caliber professional technician with a proven track record of quality service of motorcycles, ATVs and personal watercraft. Responsibilities include providing dealer technical assistance, along with service, warranty and customer relations training. Qualified applicants must have strong written and verbal communication skills, dealer experience and hands-on proficiency. A college degree is preferred. Southern California based, with travel required. **Code: RSR**

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Responsibilities include training dealership personnel on service aspects of Yamaha products such as motorcycles, outboard motors and ATVs; developing new training school curriculum and materials; maintaining training equipment, classrooms and lab areas. A college degree or extensive field experience is required. Experience in the Marine or Motorcycle industry is essential along with basic PC knowledge. **Code: MPI**

### ASSISTANT TECHNICAL COORDINATOR

This is an opportunity for a skilled technician with an engineering background. Responsibilities include coordinating technical information gathered from dealers, engineering staff and field service; organizing and analyzing data, reporting results to appropriate departments such as engineering and manufacturing, providing periodic reports to management and coordinating special projects as necessary. A college degree is preferred, but extensive field service experience will be considered. **Code: ATC**

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Sun., Apr. 4 GHR Dealer MX Series 6:30 A.M.  
& Open MX Practice  
Sat., Apr. 10 Open MX Practice 8:00 A.M.  
Sat., Apr. 10 SCCA Car Rally 6:30 A.M.  
Sat., Apr. 10 Speedway Kart Series Opener 2:00 P.M.  
Sun., Apr. 11 Open MX Practice 8:00 A.M.  
Sat., Apr. 17 No MX Practice  
Sat., Apr. 17 Sand Drags 6:30 A.M.  
Sun., Apr. 18 No MX Practice  
Sat., Apr. 24 No MX Practice  
Sun., Apr. 25 MTEG Off-Road Races 6:30 A.M.

Thurs. Open MX Practice  
G.P. Track - 8 a.m. to Dark  
Speedway Track  
Open Practice  
Sat. & Sun. Open MX Practice  
MX Track - 8 a.m. to 5 p.m.  
Except Sand Drag Weekends

INFO: (909) 880-1733

### STARWEST

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Sat., April 10 - Starwest Night Race (No Lic. Req.)  
Sat., April 17 - Starwest Night Race (No Lic. Req.)  
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July 2-4 Riverside, CA  
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Racing starts at 6 p.m.

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# CALENDAR

8/28-29  
9/4-5  
9/4-5  
9/4-5  
9/11-12  
9/11-12  
9/18-19  
9/18-19  
9/18-19  
9/18-19  
9/25-26  
10/9-10  
10/9-10  
10/9-10  
10/17  
10/21-24  
12/12  
Info 704/684-4297

NE Loudon, NH  
SF SE Faulkville, GA  
NE Bridgehampton, NY  
SW Las Vegas, NV  
MA Summit Point, WV  
MW Beloit, IL  
SF W. Palm Beach, CA  
SE MA Braselton, GA  
NE Loudon, NH  
SW Phoenix, AZ  
MW GL Grattan, MI  
Pomona, CA  
NE Loudon, NH  
SW Phoenix, AZ  
SF W. Palm Beach, CA  
SC Topeka, KS  
Daytona Beach, FL  
SF W. Palm Beach, FL

### AMA Loretta Lynn's Qualifying Series

#### Northeast Region

4/10 Hanover, PA  
4/17-18 Fredericksburg, PA  
4/24-25 Delmont, PA  
5/8-9 Mexico, NY  
5/15-16 Elizabeth, WV  
5/22-23 Cobleskill, NY  
6/12-13 Amateur Regional  
Walden, NY  
6/26-27 Youth Regional  
Armaugh, PA

#### Southeast Region

4/10-11 Sanford, NC  
4/17-18 Blountville, TN  
4/24-25 Macon, GA  
5/15-16 London, KY  
6/5-6 Iron Station, NC  
6/19-20 Youth Regional  
Macon, GA  
6/26-27 Amateur Regional  
Society Hills, SC

#### Midwest Region

4/3-4 N. Webster, IN  
4/17-18 McArthur, OH  
5/1-2 Sugar Grove, OH  
5/8-9 Stanton, MI  
5/15-16 Mitchell, IN  
5/29-30 Millington, TN  
6/19-20 Youth Regional  
Burlington, MI  
6/26-27 Amateur Regional  
Sheridan, IN

#### North Central Region

4/3-4 Casey, IL  
4/17-18 Cunningham, KY  
5/15-16 Cato, WI  
6/12-13 Youth Regional  
Lake Mills, WI  
6/26-27 Amateur Regional  
Columbia, MO

#### South Central Region

4/18 Tyler, TX  
5/2 Rio Vista, TX  
6/26-27 Am/Youth Regional  
Rio Vista, TX

#### Southwest Region

5/22 Moreno, CA  
9/6-19 Am/Youth Regional  
Moreno, CA

#### Northwest Region

4/17 Woodland, WA  
4/25 Coeur D'Alene, ID  
5/15 Roseburg, OR

#### Regional Championship

5/30 Am/Youth Regional  
Washougal, WA  
Info 614/891-2425

### WERA Pro Road Race Series \*

5/14-16 Braselton, GA  
6/4-6 Kent, WA  
7/10-11 Rosamond, CA  
7/23-25 Clermont, IN  
8/13-15 Pocono, PA  
10/28-31 Braselton, GA  
\* Tentative  
Info 916/582-0451

### WERA Nat'l C'ship Series

#### Mid-Atlantic Region

4/3-4 Summit Point, WV  
4/24-25 Rockingham, NC  
5/1-2 Garretttsville, OH  
5/22-23 Summit Point, WV  
6/5-6 Garretttsville, OH  
6/19-20 Long Pond, PA  
7/31-8/1 Rockingham, NC  
8/7-8 Summit Point, WV  
8/13-15 Long Pond, PA  
9/4-5 Garretttsville, OH  
10/2-3 Garretttsville, OH  
10/9-10 Summit Point, WV

#### Southeast Region

4/24-25 Rockingham, NC  
5/8-9 Faulkville, GA  
6/5-6 Talladega, AL  
7/3-4 Talladega, AL  
7/17-18 Faulkville, GA  
7/31-8/1 Rockingham, NC  
8/13-15 Long Pond, PA  
8/27-29 Millington, TN  
9/18-19 Faulkville, GA  
10/2-3 Talladega, AL  
10/15-17 Faulkville, GA

#### Mid-Central Region

4/17-18 Mt. Meridan, IN

5/22-23  
6/19-20  
7/10-11  
7/31-8/1  
8/13-15  
8/27-29  
9/4-5  
9/18-19  
10/2-3  
10/16-17

Hallett, OK  
Hallett, OK  
Mt. Meridan, IN  
E. St. Louis, IL  
Long Pond, PA  
Millington, TN  
E. St. Louis, IL  
Hallett, OK  
Talladega, AL  
Hallett, OK

#### North Central Region

4/3-4 Clermont, IN  
4/17-18 Mt. Meridan, IN  
5/8-9 Grattan, MI  
5/22-23 Mt. Meridan, IN  
6/26-27 Grattan, MI  
7/10-11 Mt. Meridan, IN  
7/31-8/1 E. St. Louis, IL  
8/13-15 Long Pond, PA  
9/4-5 E. St. Louis, IL  
9/11-12 Grattan, MI  
10/2-3 Garretttsville, OH  
10/9-10 Mt. Meridan, IN

#### South Central Region

4/17-18 College Station, TX  
5/1-2 Henderson, TX  
5/22-23 College Station, TX  
6/26-27 Henderson, TX  
7/24-25 College Station, TX  
8/13-15 Long Pond, PA  
8/21-22 Hallett, OK  
8/27-29 Millington, TN  
9/11-12 College Station, TX  
10/16-17 Henderson, TX

### WERA Grand Nat'l Final

10/27-31 Braselton, GA  
Info 803/681-9372

### WERA Nat'l Endurance Series

5/15 Braselton, GA  
5/22 Mt. Meridan, IN  
6/5 Kent, WA  
6/26 Grattan, MI  
7/3-4 Garretttsville, OH  
7/24 Clermont, IN  
8/28 Millington, TN  
9/11 College Station, TX  
10/16 Faulkville, GA  
10/20 Braselton, GA

### WERA Nat'l Vintage Series

4/3 Summit Point, WV  
4/18 College Station, TX  
5/2 Henderson, TX  
5/8 Grattan, MI  
5/8 Faulkville, GA  
5/22 Summit Point, WV  
5/23 Hallett, OK  
6/5 Garretttsville, OH  
6/19 Long Pond, PA  
6/27 Henderon, TX  
7/3 Talladega, AL  
7/10 Mt. Meridan, IN  
7/17 Faulkville, GA  
7/25 College Station, TX  
7/31 Rockingham, NC  
8/7 Summit Point, WV  
9/4 Garretttsville, OH  
9/4 E. St. Louis, IL  
9/12 College Station, TX  
10/9 Summit Point, WV  
10/9-10 Mt. Meridan, IN  
10/28 Final Braselton, GA

### AHRMA Historic Cup Series

4/10 Topeka, KS  
4/17-18 Las Vegas, NV  
5/1 Summit Point, WV  
5/15 Phoenix, AZ  
6/12 Seattle, WA  
6/26 Atlanta, GA  
7/3-4 London, NH  
7/24 Beloit, IL  
8/28 Grattan, MI  
9/18 Steamboat Springs, CO  
10/9-10 Talladega, AL  
Info 715/842-9699

### BMW Classic Cup Series

7/3-4 London, NH  
8/28 Grattan, MI  
9/18 Steamboat Springs, CO  
Info 715/842-9699

### Vintage Iron Nat'l MX Series

4/24 Millville, MN  
5/1-2 Tyler, TX  
5/22 Budds Creek, MD  
6/5 Hurricane Hills, PA  
6/12 Blountville, TN  
6/27 Eugene, OR  
7/17 Linnville, OH  
8/7 Southwick, MA  
8/28-29 Colmesneil, TX  
9/17 Steamboat Springs, CO  
9/25 Buchanan, MI  
10/16-17 Hollister, CA  
Info 715/842-9699

### AHRMA Northeast MX C'ship Series

4/25 Claverack, NY  
5/22 Budds Creek, MD  
6/5-6 Hurricane Hills, PA  
7/10 Thunder Ridge, NY  
7/25 Sleepy Hollow, PA  
8/7 Southwick, MA  
9/5 Raceway Park, NJ

9/26  
Info 201/767-9654

Southwick, MA

### AHRMA Midwest MX Series

4/24 Millville, MN  
5/16 Casey, IL  
6/6 Denmark, WI  
7/11 Aztalan, WI  
7/17 Linnville, OH  
8/15 Antioch, IL  
9/25 Buchanan, MI  
10/9 Aztalan, WI  
Info 414/684-4331

### AHRMA West Regional Series

4/17 Brentwood, CA  
5/9 Tulare, CA  
6/27 Eugene, OR  
7/31 San Bernardino, CA  
9/26 Fernley, NV  
10/3 Palmdale, CA  
10/17 Hollister, CA  
11/7 Tulare, CA  
Info 805/832-1955

### Classic Bike Magazine Dirt Track Series

4/18 Holiday Downs, GA  
5/15 Polo, IL  
7/17 Linnville, OH  
8/11 Sturgis, SD  
8/21 Lake Odessa, MI  
9/15 Steamboat Springs, CO  
10/2-3 Weedsport, NY  
10/9-10 Dallas, TX

### British Bike Magazine Trials Series

8/7 Toronto, OH  
9/11-12 Beaumont, KS  
9/16 Steamboat Springs, CO  
10/10 White City, IL  
10/23 Newnan, GA

### Vintage Dirt Track Racers Assn. Series

4/24 ST Kellyville, OK  
5/30-31 TT Kanopolis Lake, KS  
6/12-13 ST Wichita Falls, SD  
6/19-20 ST Sioux Falls, SD  
6/26 HM Howard Lake, MN  
7/10-11 HM Sturgis, SD  
8/1 HM Oklahoma City, OK  
8/2-3 HM Wakeeney, KS  
8/7 HM Hutchinson, KS  
8/9-10 HM Stockton, KS  
9/3 HM Davenport, IA  
Info 918/445-0671

### AHRMA Mid-Atlantic Vintage Trials Series

4/17 Warrensville, PA  
5/15-16 Toronto, OH  
5/30 Farrisville, PA  
7/18 Mainesburg, PA  
8/7 Toronto, OH  
10/10 Toughkenamon, PA  
Info 715/842-9699

### USCRA Vintage Road Race Series

5/8-9 London, NH  
6/14 Loudon, NH  
7/2-4 Loudon, NH  
8/21-22 Mosport, Ont., CAN  
9/4-5 Bridgehampton, NY  
9/17-18 Bridgehampton, NY  
Info 603/239-6778

### NMA World Mini GP

4/16-18 Las Vegas, NV  
Info 310/868-8112

### NMA Grand Nat'l MX C'ship

8/3-7 Ponca City, OK  
Info 310/868-8112

### SETRA C'ship Enduro Series

5/2 Olustee, FL  
5/30 Richloam, FL

### SETRA C'ship Hare Scrambles Series

4/4 Maxeys, GA  
5/1 Charlotte, NC  
5/23 Maxeys, GA

### ECEA C'ship Enduro Series

4/4 Indian Mills, NJ  
4/18 New Lisbon, NJ  
5/2 New Gretna, NJ  
5/9 Stanhope, NJ  
5/30 New Philadelphia, PA  
6/6 Whiteford, DE  
6/27 Hobbie, PA  
7/18 Blain, PA  
8/8 Middlebury Center, PA  
8/15 Speedville, NY  
8/29 Mauricetown, NJ  
9/12 Shippensburg, PA  
9/19 Brandonville, PA  
9/26 West Greenwich, RI  
10/3 Greenbank, NJ  
10/17 New Lisbon, NJ  
10/31 Bear, DE  
11/14 Warren Grove, NJ  
Info 609/657-6338

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### ECEA C'ship Hare Scrambles Series

6/6 Exeter, RI  
6/20 Morgantown, PA  
7/25 Fair Hills, MD  
8/22 Reading, PA  
9/5 Ft. Indiantown Gap, PA  
Info 908/657-6338

### ECEA Dual Sport Series

4/25 Belleplain, NJ  
5/16 Woodland Twp., NJ  
5/23 Greenbank, NJ  
6/12-13 Nat'l Shippingsburg, PA  
6/20 Reading, PA  
7/11 Ottsville, PA  
8/1 New Lisbon, NJ  
8/22 Ridge, L.I., NY  
10/10 Indian Mills, NJ  
Info 908/657-6338

### NETRA C'ship Enduro Series

5/2 Freetown, MA  
5/30 Wrentham, MA  
6/13 Somers, CT  
7/25 Webster, MA  
8/1 New Boston, MA  
8/8 Adams, MA  
9/12 Windsor, MA  
9/26 W. Greenwich, RI  
10/3 Wrentham, MA  
10/24 Chester, CT  
11/7 Stafford, CT  
11/21 W. Warren, MA

### NETRA C'ship Hare Scrambles Series

4/18 Modena, NY  
5/23 Fishouse, NY  
6/6 S. Greenwich, RI  
6/27 Thomaston, CT  
7/11 Union, CT  
7/18 Windsor, MA  
8/15 Union, CT  
8/22 Temple, NH  
8/29 Cheshire, MA  
9/19 Petersburg, NY  
9/26 S. Edmeston, NY  
10/10 Fishouse, NY  
10/16-17 Bourne, MA  
Info 203/875-5757

### NETRA Observed Trials Series

4/18 Meriden, CT  
5/2 Wrentham, MA  
5/16 Meriden, CT  
6/13 Escoheag, RI  
7/18 Meriden, CT  
7/25 Portsmouth, RI  
9/5 Escoheag, RI  
10/3 Ware, NH  
Info 508/429-7675

### NETRA C'ship Turkey Run Series

5/16 Exeter, RI  
6/5-6 Henniker, NH  
7/3-4 Fishouse, NY  
7/11 Adams, MA  
8/15 Newport, NH  
8/22 Gardner, MA  
8/29 Washington, MA  
9/5 Allentown, NH  
9/12 Swiftwater, NH  
9/19 New Boston, MA  
10/9 Plympton, MA  
10/17 Winchendon, MA  
10/31 Central Village, CT  
11/7 Berlin, MA  
11/28 Plympton, MA  
12/12 Plympton, MA  
Info 203/875-5757

### NETRA Jr. Enduro Series

5/22 Fishouse, NY  
6/26 Thomaston, CT  
7/10 Union, CT  
8/14 Union, CT  
8/21 Webster, MA  
9/18 Brimfield, MA  
10/16 Bourne, MA  
Info 203/875-5757

### MO Hare Scrambles C'ship Series

4/18 Jefferson City, MO  
5/2 Jefferson City, MO  
5/16 Stanton, MO  
6/13 Collins, MO  
7/18 Russellville, MO  
8/8 Sedalia, MO  
8/22 Collins, MO  
8/29 Jefferson City, MO  
9/19 Canton, MO  
10/17 Jefferson City, MO  
10/24 (Nat'l) Flat River, MO  
Info 314/392-2475

### IDBA Nat'l C'ship Drag Race Series

4/17-18 Bowling Green, KY  
5/22-23 Bristol, TN  
6/19-20 Leicester, NY  
7/17-18 Columbus, OH  
8/7-8 Norwalk, OH  
8/28-29 Ennis, TX  
10/22-24 Memphis, TN  
Info 205/849-7886

### AMRA All Harley Drag Series

4/2-4 College Station, TX  
4/24-25 Macon, GA  
5/22-23 Memphis, TN  
6/6 Nashville, TN  
6/12-13 Union Grove, WI  
6/26-27 Denver, CO  
7/3-4 Humboldt, IA  
7/17-18 Clarksville, TN  
7/31-8/1 Farmington, NC  
8/14 Mesick, MI  
8/21-22 Fairmont, IL  
8/29 Benton, MO  
9/5 Avilla, IN  
9/18-19 Morocco, IN  
10/2-3 Bowling Green, KY  
Info 708/250-0838

### NMRA Drag Racing Series

4/3-4 Sacramento, CA  
5/8 Wittman, AZ  
6/5-6 Sonoma, CA  
7/17 Palmdale, CA  
8/14 Bakersfield, CA  
9/18 Las Vegas, NV  
11/20 Palmdale, CA  
Info 805/944-5454

### SERA Enduro Series

4/25 Hattiesburg, MS  
5/2 Saucier, MS  
5/23 Wiggins, MS  
7/11 Meridan, MS  
7/25 Goodman, MS  
8/8 Breezy Hill, LA  
8/22 Lake Nimrod, AR  
9/19 Gatesville, MS  
10/3 Jemison, AL  
11/7 Maplesville, AL

### SERA Hare Scramble Series

4/24 Hattiesburg, MS  
5/22 Wiggins, MS  
6/27 Maplesville, AL  
9/5 Clanton, AL  
10/17 Tupelo, MS  
TBA Coushatta, LA  
TBA Jonesboro, LA

### FMC Motocross Series

4/3 Hardeeville, SC  
4/11 Reddick, FL  
4/18 Orlando, FL  
4/25 Ocala, FL  
5/1 Hardeeville, SC  
5/9 Reddick, FL  
5/16 Orlando, FL  
5/23 Ocala, FL  
5/30 Dade City, FL  
6/6 Orlando, FL  
6/13 Reddick, FL  
7/3 Hardeeville, SC  
7/11 Reddick, FL  
7/17 Dade City, FL  
7/25 Ocala, FL  
8/1 Orlando, FL  
8/22 Ocala, FL  
8/28 Dade City, FL  
9/5 Ocala, FL  
9/12 Reddick, FL  
Info 904/721-7520

### LISC Motocross Series

4/17 Bridgehampton, NY  
5/15 Bridgehampton, NY  
9/18 Bridgehampton, NY  
10/9 Bridgehampton, NY  
10/23 Bridgehampton, NY  
11/6 Bridgehampton, NY  
11/20 Bridgehampton, NY  
Info 516/728-7727

### NY State C'ship Hare Scrambles Series

5/23 Little Genesee, NY  
6/6 Cattaraugus, NY  
6/20 Speedville, NY  
7/25 South Edmeston, NY  
8/1 Little Genesee, NY  
8/29 Rew, PA  
9/12 Ellenville, NY  
9/26 South Edmeston, NY  
10/10 Maple View, NY  
10/24 Gowanda, NY  
Info 315/895-7654

### CRA Spring Hare Scramble Series

4/4 Salem, OH  
4/18 Amherst, OH  
4/25 Mansfield, OH  
5/9 Uhrichville, OH  
Info 216/729-4093

### CRA Spring MX Series

4/4 Malvern, OH  
4/24 Linnesville, PA  
5/2 Salem, OH  
5/16 Amherst, OH  
5/23 Ravenna, OH  
Info 216/636-5505

### CRA Vintage MX Series

4/4 Malvern, OH  
5/2 Salem, OH  
6/27 New Philadelphia, OH  
7/31 Linnesville, PA  
TBA Medina, OH  
9/12 Ravenna, OH  
10/17 Amherst, OH  
Info 216/636-5505

### CRA Fall MX Series

9/12 Ravenna, OH  
9/19 Salem, OH  
9/25 Linnesville, PA  
10/17 Amherst, OH  
10/24 Malvern, OH  
Info 216/636-5505

### CRA C'ship Road Race Series

5/8-9 Brainerd, MN  
6/19-20 Brainerd, MN  
7/17-18 Brainerd, MN  
9/18-19 Brainerd, MN  
Info 612/332-4070

### AMA Hot Summer Nights Series

5/8 Knoxville, TN  
6/5 Knoxville, TN  
6/19 Knoxville, TN  
7/3 Knoxville, TN  
7/17 Knoxville, TN  
8/7 Knoxville, TN  
8/21 Knoxville, TN  
9/4 Knoxville, TN  
Info 615/573-5425

### Virginia C'ship Hare Scrambles Series

4/4 Martinsville, VA  
5/2 Surry, VA  
5/16 Budds Creek, MD  
5/23 Rural Retreat, VA  
6/13 Ivor, VA  
6/27 Pulaski, VA  
9/5 Dillwyn, VA  
9/19 Middlebrook, VA  
10/3 Martinsville, VA  
10/17 Newport News, VA  
11/7 Surry, VA  
Info 804/255-4620

### Sabine Enduro Circuit

4/24-25 Tulsa, OK  
5/23 Wiggins, MS  
7/25 Goodman, MS  
8/8 Dry Prong, LA  
8/22 Lake Nimrod, AR  
9/5 New Waverly, TX  
10/3 Nacogdoches, TX  
10/17 Oklahoma City, OK  
11/7 Muenster, TX  
Info 903/845-3553

### Black-Jack Enduro Circuit

4/24-25 Tulsa, OK  
5/9 Chadwick, MO  
5/23 Flat River, MO  
6/13 Bunch, OK  
7/25 Goodman, MS  
8/8 Breezy Hill, LA  
8/22 Foursche Junction, AR  
9/5 Gainesville, TX  
9/19 Stillwater, OK  
10/17 Oklahoma City, OK  
10/31 Tulsa, OK  
Info 316/342-4436

### OMRRA Road Race Series

4/17-18 Portland, OR  
5/22-23 Portland, OR  
7/18 Portland, OR  
8/7-8 Portland, OR  
9/25-26 Portland, OR  
10/17 Portland, OR  
Info 503/221-1487

### Canadian Supercross Series

5/1 Toronto, Ontario  
8/21 Montreal, Quebec  
Info 416/363-9035

### CMA Canadian Nat'l C'ship Cross Country Series

5/9 Kelowna, B.C., CAN  
5/30 Kamloops, B.C., CAN  
6/20 Ashcroft, B.C., CAN  
7/4 Calgary, Alta, CAN  
8/1 Racehorse Creek, Alta, CAN  
8/15 Lethbridge, Alta, CAN

### CMA Canadian Nat'l C'ship Hare Scrambles Series

8/29 Drayton, Ont., CAN  
9/12 Lethbridge, Alta, CAN  
9/26 Base Borden, Ont., CAN  
10/3 Wheatley, Ont., CAN

### CMA Canadian Nat'l C'ship Enduro Series

9/18-19 Bobcaygeon, Ont., CAN  
10/24 Primrose, Ont., CAN  
Info 416/522-5705

### International Old Timers MX Association Series

4/17-18 Boise, ID  
5/1-2 Marysville, WA  
5/29-30 Richland, WA  
6/5-6 Edmonston, Al, CAN  
6/19-20 Mammoth Mountain, CA  
7/3-4 Mission, B.C., CAN  
7/31-8/1 TBA, OR  
8/14-15 Rock Springs, WY



## WISECO/YAMAHA/DUNLOP National Cross Country Series

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Sun., April 4 GP CRC LACR  
Sat., April 10 G.F.I. MX Perris  
Sat., April 18 MX CRC Edwards A.F.B.

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**SRA GP** California Schedule

Members Non-Members

April 18 Carlsbad  
May 23 Glen Helen  
June 13 Glen Helen

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# CALENDAR

9/4-5 Fernley, NV  
9/11-12 Huron, CA  
Info 209/688-3949

## USBA Road Race Series

5/1-2 Salt Lake City, UT  
5/22-23 Salt Lake City, UT  
6/19-20 Salt Lake City, UT  
7/11 Salt Lake City, UT  
7/25 Salt Lake City, UT  
8/15 Salt Lake City, UT  
8/22 Salt Lake City, UT  
9/11-12 Salt Lake City, UT  
9/25-26 Salt Lake City, UT  
Info 801/535-4625

## IERA Hare Scrambles Series

4/14 Elliot, IA  
4/18 Stratford, IA  
4/25 Winterset, IA  
5/16 Winterset, IA  
5/23 Anamosa, IA  
6/6 Dow City, IA  
7/11 Fremont, IA  
9/26 Thurman, IA  
10/10 Hills, IA  
Info 515/795-3440

## IERA Enduro Series

6/13 Fremont, IA  
8/29 Stratford, IA  
9/19 Winterset, IA  
10/3 Barlett, IA  
10/24 Reinbeck, IA  
Info 515/795-3440

## Golden Crown of Baja Off Road Desert Race Series

5/14-16 Gran Carrera de Tecate  
Tecate, B.C., MEX  
6/25-27 Gran Carrera de Mexicali  
Mexicali, B.C., MEX  
7/23-25 Gran Carrera de Ensenada  
Ensenada, B.C., MEX  
9/17-19 G.C. de Campeones  
San Felipe, B.C., MEX  
Info 818/340-5750

## Grans Prix de Baja Series

5/1 Baja Malibu Gran Prix  
Rosarito Beach, B.C., MEX  
6/12 Tecate Gran Prix  
Tecate, B.C., MEX  
8/14 Ensenada Gran Prix  
Ensenada, B.C., MEX  
10/16 Rio Colorado/Puerto Penasco  
Sonora, MEX  
11/20 San Felipe Gran Prix  
San Felipe, B.C., MEX  
Info 818/340-5750

## High Plains Enduro Circuit

4/4 Turkey, TX  
Info 806/795-1218

## Texas C'ship Hare Scrambles Series

4/18 String Prairie, TX  
Info 713/933-0900

## CMRA Road Race Series

4/17-18 College Station, TX  
5/1-2 Henderson, TX  
5/22-23 College Station, TX  
6/26-27 Henderson, TX  
7/24-25 College Station, TX  
8/21-22 Hallett, OK  
9/11-12 College Station, TX  
10/16-17 Henderson, TX  
Info 713/342-9032

## Texas Cross Country Assn. Series

4/4 Jacksonville, TX  
4/18 Lake Whitney, TX  
5/2 Montague, TX  
5/16 Gholson, TX  
5/30 Lake Whitney, TX  
6/13 St. Joe, TX  
6/27 Muenster, TX  
8/29 Terrell, TX  
9/12 High Grove, TX  
9/26 Montague, TX  
10/10 Decatur, TX  
10/24 Euless, TX  
Info 817/346-1132

## Oklahoma Cross Country Assn. Series

4/4 Oklahoma City, OK  
4/18 Oklahoma City, OK  
5/2 Bunch, OK  
5/16 Elk City, OK  
6/6 Ardmore, OK  
6/27 Pooleville, OK  
8/29 Pooleville, OK  
9/12 Ardmore, OK  
9/26 Oklahoma City, OK  
10/10 Stillwater, OK  
10/24 Braggs, OK  
11/7 Oklahoma City, OK  
Info 405/386-6088

## WSMC/Willow Springs Road Race Series

4/17-18 Rosamond, CA  
5/15-16 Rosamond, CA

6/19-20 Rosamond, CA  
7/17-18 Rosamond, CA  
8/14-15 Rosamond, CA  
9/18-19 Rosamond, CA  
10/16-17 Rosamond, CA  
11/20-21 Rosamond, CA  
12/18-19 Rosamond, CA  
Info 805/256-1234

## MTEG Stadium Off-Road Series

5/1 Tempe, AZ  
5/22 Los Angeles, CA  
9/TBA Denver, CO  
10/TBA Las Vegas, NV  
10/TBA San Francisco, CA  
Info 714/938-4100

## ATA C'ship Observed Trials Series

4/17-18 Lucerne Valley, CA  
5/9 McCain Valley, CA  
5/30 Littlerock Canyon, CA  
6/12-13 Big Bear, CA  
9/12 Cactus Flat, CA  
10/10 Corral Canyon, CA  
10/31 Lucerne Valley, CA  
11/28 Lucerne Valley, CA  
Info 213/259-6631

## Southeastern Trials Riders Assn. Series

4/24-25 Crossville, TN  
5/15-16 Fairview, NC  
6/12-13 Carrollton, KY  
7/17-18 Chattanooga, TN  
8/21-22 Livingston, KY  
9/11-12 Soddy Daisy, TN  
9/25-26 Griffin, GA  
10/23-24 Newman, GA  
11/13-14 Belvedere, TN  
Info 615/842-8288

## GFI/MTEG/AMA Amateur SX Series

5/16 Los Angeles, CA  
6/13 Las Vegas, NV

## AFM Road Race Series

4/3-4 Sonoma, CA  
5/8-9 Sonoma, CA  
5/29-30 Sonoma, CA  
7/10-11 Sonoma, CA  
8/7-8 Sonoma, CA  
9/4-5 Sonoma, CA  
9/25-26 Sonoma, CA  
10/10 Sonoma, CA  
Info 510/537-8208

## AMRRA Mini Road Race Series

5/2 Riverside, CA  
6/6 Rosamond, CA  
7/2-4 World C'ship Riverside, CA  
8/8 Rosamond, CA  
8/20-22 Can-Am Challenge  
Batavia, NY  
10/3 Rosamond, CA  
11/7 Riverside, CA  
12/4-5 Riverside, CA  
Info 310/516-8666

## Nor Cal YSR C'ship Series

4/25 Sacramento, CA  
5/16 Sacramento, CA  
6/20 Sacramento, CA  
7/25 Sacramento, CA  
8/22 Sacramento, CA  
9/19 Sacramento, CA  
10/17 Sacramento, CA  
11/17 Sacramento, CA  
Info 916/485-9200

## CMRRA YSR Road Race Series

4/11 Palomar, CA  
5/16 Palomar, CA  
6/6 Bakersfield, CA  
6/13 Palomar, CA  
7/3-4 Palomar, CA  
8/6-8 Reno, NV  
9/4-5 Palomar, CA  
10/10 Palomar, CA  
10/24 Bakersfield, CA  
11/14 Palomar, CA  
12/4-5 Palomar, CA  
Info 714/891-0187

## CMC Sunstar Sprockets Spring Classic MX Nat'l's

4/10 N Sacramento, CA  
4/10 S Adelanto, CA  
4/25 N Carson City, NV  
4/25 S Temecula, CA  
5/2 S Blythe, CA  
5/8 N Marysville, CA  
5/22 N Marysville, CA  
5/23 S Ramona, CA  
5/29-30 Final Adelanto, CA  
Info 619/246-7262

## CMC Trans-Cal MX Nat'l's

8/14 N Sacramento, CA  
8/22 S Adelanto, CA  
8/29 N Carson City, NV  
8/29 S Ramona, CA  
9/4 N Marysville, CA  
9/5 S Temecula, CA  
9/5 O Albany, OR

9/19 O Eugene, OR  
9/25 N Marysville, CA  
9/26 S Adelanto, CA  
9/26 O Albany, OR  
10/2-3 Final Adelanto, CA  
Info 619/246-7262

## WMRRA Road Race Series

4/3-4 Bremerton, WA  
4/24-25 Seattle, WA  
5/14-16 Seattle, WA  
6/13 Seattle, WA  
8/15 Seattle, WA  
9/12 Seattle, WA  
10/3 Bremerton, WA  
10/24 Seattle, WA  
Info 206/972-4499

| APRIL |    |    |    |    |    |    |
|-------|----|----|----|----|----|----|
| S     | M  | T  | W  | T  | F  | S  |
|       |    |    |    | 1  | 2  | 3  |
| 4     | 5  | 6  | 7  | 8  | 9  | 10 |
| 11    | 12 | 13 | 14 | 15 | 16 | 17 |
| 18    | 19 | 20 | 21 | 22 | 23 | 24 |
| 25    | 26 | 27 | 28 | 29 | 30 |    |

\* Denotes Pro Payback

## April 2

CALIFORNIA MOTOCROSS  
GFI Racing North Supersport Promotions. Lil Okie Raceway, Madera. Info 209/673-8080.  
CALIFORNIA MOTOCROSS  
Sacramento Raceway, Sacramento. Info 916/363-2653.  
CALIFORNIA SPEEDWAY  
\* International Speedway. Orange County Fairgrounds, Costa Mesa. Info 714/492-9933.  
CALIFORNIA SHORT TRACK  
\* AMA/D-36. Lodi Cycle Bowl, Lodi. Info 209/544-1027 or 368-7182.  
DELAWARE MOTOCROSS  
Delaware Motor Sport, Inc. Seaford Speedway, Seaford. Info 302/335-4386.

## April 2-3

TEXAS DRAGS  
AMRA All Harley Drag Series. North American Spring Nat'l's. Texas World Speedway, College Station. Info 214/864-4647.  
TEXAS MOTOCROSS  
\* Mosier Valley MX Park, Euless. Info 817/540-0815.

## April 3

CALIFORNIA MOTOCROSS  
Rojo Productions. Starwest SX Park, Moreno Valley. Info 714/855-2707.  
CALIFORNIA MOTOCROSS  
GFI/MotoWest. Hollister Hill GP Park, Hollister. Info 408/223-8168 or 637-2073.  
CALIFORNIA MOTOCROSS  
\* CMC Desert Classic #8. Blythe Raceway, Blythe. Info 602/863-1028.  
CALIFORNIA MOTOCROSS  
Riverfront Park, Marysville. Info 916/695-2727.  
CALIFORNIA TRIALS  
AMA/Sacramento PITS. Vintage/Beginner Observed Trials. Mammoth Bar, Auburn. Info 916/967-0262.  
CALIFORNIA MOTOCROSS  
Racing Enterprises. Carlsbad Raceway, Carlsbad. Info 619/484-1441.  
CALIFORNIA DESERT RACE  
FRT/Superstition C'ship Series/The Buzz Bob 150. Plaster City East, El Centro. Info 619/427-5759.  
CALIFORNIA SHORT TRACK  
Hills Ferry Speedway, Newman. Info 408/779-1036 or 209/826-1461.  
FLORIDA MOTOCROSS  
Dade City Raceway, Dade City. Info 813/986-4950.  
FLORIDA SHORT TRACK  
Orange County Raceway, Bithlo. Info 813/443-5630 or 441-3139.  
GEORGIA SUPERCROSS  
Southern Supercross, Tunnel Hill. Info 706/278-1620.  
KENTUCKY SHORT TRACK  
Paducah Dirt Riders, Paducah. Info 502/444-6438.  
OHIO MOTOCROSS  
AMA/D-11. Dirt Country Raceway, Blanchester. Info 513/625-7350 or 791-8970.  
OHIO MOTOCROSS  
AMA/D-111/American Motorsports, Inc. Vinton County Fairgrounds, McArthur. Info 614/596-2057.  
OKLAHOMA MOTOCROSS  
RBH, Inc. Motorcycle Raceway, Oklahoma City. Info 405/751-6616.  
PENNSYLVANIA SUPERCROSS  
AMA/D-6. Evansville Raceways, Inc. Berwick. Info 717/759-2841.  
PENNSYLVANIA SHORT TRACK  
Trail-Way Speedway, Hanover. Info 717/359-4310.  
TEXAS MOTOCROSS  
Goodtimes MX Park, Natalia. Info 512/663-6419.  
WASHINGTON MOTOCROSS  
MXNW Series. Woodland MX Park,

Woodland. Info 206/225-8615 or 667-5701.  
WISCONSIN JR DRAGS  
NHRA Jr Drag Racing League. Great Lakes Dragway, Union Grove. Info 818/914-4761.

## April 3-4

CALIFORNIA TRIAL  
AMA/PITS Vintage/Beginner Trial. Mammoth Bar OHV area, Auburn. Info 209/293-4763.  
CALIFORNIA MOTOCROSS  
\* Coors Light Series. Sacramento Raceway, Sacramento. Info 805/944-5454.  
CALIFORNIA OFF ROAD  
Off Road Poker Run for MDA. Stoddard Valley open area, Slash X Cafe, Barstow. Info 619/252-1197 or 702/897-7769.  
CALIFORNIA ROAD RACE  
American Road Racing Assn. Bakersfield Raceway, Bakersfield. Info 209/723-9454.  
MARYLAND SUPERCROSS/ MOTOCROSS/HARE SCRAMBLES  
\* AMA/D-7 & 13. Budds Creek MX Park, Budds Creek. Info 301/475-2000.  
MEXICO DUAL SPORT  
Baja Promotions/Team Dual Dogs. Trails of Tecate Dual Sport/Trail Ride. Santa Veronica Off Road Country Club, Tecate. Info 818/701-1913 or 340-5750.

## April 4

ALABAMA MOTOCROSS  
County Line Raceway, Bessemer. Info 205/477-6848.  
ALABAMA SUPERCROSS  
Warrior SX Park, Warrior. Info 205/841-7538 or 669-4572.  
CALIFORNIA MARATHON  
Cycland Speedway, Chico. Info 916/342-0063.  
CALIFORNIA GRAND PRIX  
AMA/D-37/Best of the West Series. Hilltoppers M.C. GP. Carlsbad Raceway, Carlsbad. Info 213/428-4971 or 714/898-4557.  
CALIFORNIA GRAND PRIX  
\* CRC. Golden Bear GP. L.A. County Raceway, Palmdale. Info 805/272-8889.  
CALIFORNIA ROAD RALLY  
NorCal BSA. Milanis 8th Street Bar, San Rafael. Info 415/459-9947.  
CALIFORNIA MOTOCROSS  
\* CMC AZ. Blythe Raceway, Blythe. Info 602/863-1028.  
CALIFORNIA ROUGH SCRAMBLES  
AMA/Chicken Ranch Racing Enterprises. Argyle Park, Dixon. Info 916/989-4938.  
CALIFORNIA HARE SCRAMBLES  
AMA Nat'l C'ship Series. Redding Dirt Riders, Redding. Info 916/223-5600.  
CALIFORNIA SIDECAR SPEEDWAY  
Super Sidecar Thunder Series. Madera Speedway, Madera. Info 916/577-4404.  
CALIFORNIA SHORT TRACK/TT  
Bakersfield Speedway, Bakersfield. Info 805/399-7877.  
CALIFORNIA MOTOCROSS  
\* GFI. Pioneer Speedway, Oakdale. Info 209/847-9538 or 544-1027.  
CALIFORNIA MOTOCROSS  
OTHG/Racing Enterprises. Carlsbad Raceway, Carlsbad. Info 818/346-1247.  
CALIFORNIA MOTOCROSS  
Triple M Racing Promotions, Tulare Cycle Park, Tulare. Info 805/832-1955.  
CALIFORNIA MOTOCROSS  
D-36/NorCal Kawasaki Challenge/Polka Dots M.C.. E Street Track, Marysville. Info 707/451-4794.  
CALIFORNIA MOTOCROSS  
AHRMA NorCal Vintage. Sandhill Ranch, Brentwood. Info 209/524-7013 or 510/634-3328.  
COLORADO MOTOCROSS  
\* SRAC/M&M Connections. Aztec Raceway, Colorado Springs. Info 303/933-7722.  
FLORIDA MOTOCROSS  
West Florida MXPark, Milton. Info 904/994-2884.  
GEORGIA HARE SCRAMBLES  
SETRA C'ship Series. Cracker 50 Hare Scrambles. Maxeys. Info 404/373-3447.  
GEORGIA MOTOCROSS  
Peach State MX C'ships. Dixie MX Sports. Hillbilly Hills MX, Roberta. Info 912/788-0413 or 404/929-8392.  
IDAHO DESERT RACE  
AMA/SIDRA. Bruneau, Boise. Info 208/376-4858.  
INDIANA HARE SCRAMBLES  
Haspin Acres Rec. Motor Park, Laurel. Info 513/874-8400.  
KANSAS HARE SCRAMBLES  
KORR C'ship Series. Sprockets II 2-Man(River). Arkansas City. Info 316/636-5113.  
KANSAS MOTOCROSS  
KMSA/Midwest MX. Great Bend Recreation Area, Great Bend. Info 913/842-8272.  
KENTUCKY MOTOCROSS  
Sheltoe Series. Daniel Boone MX Park, London. Info 606/877-1364.  
MICHIGAN MOTOCROSS  
D-14. Mustang Acres, Brighton. Info 313/229-9719 or 227-3222.

MICHIGAN SWAP MEET  
Giant M/C Swap Meet, Inc. Lansing Center, Lansing. Info 616/941-0815.  
MISSOURI MOTOCROSS  
Challenge Trax, Inc. Kingsville. Info 816/597-3528.  
MISSOURI MOTOCROSS  
JEM Enterprises. Possum Hollow MX Park, Springfield. Info 417/887-3524.  
NEBRASKA MOTOCROSS  
Cornhusker MX Circuit. Palmyra. Info 308/928-2503.  
NEVADA MOTOCROSS  
Las Vegas MX Club, Las Vegas. Info 702/898-9681.  
NEW JERSEY ENDURO  
ECEA C'ship Enduro Series. Indian Mills. Info 609/657-6338.  
NEW JERSEY MOTOCROSS  
\* AMA. Raceway Park, Englishtown. Info 908/446-6331.  
NEW MEXICO MOTOCROSS  
NM Competition Club. Moriarty Raceway, Albuquerque. Info 505/888-7312.  
NEW YORK MOTOCROSS  
AMA/D-3. Broome-Tioga Sports Center, Binghamton. Info 607/648-4997 or 849-9615.  
NEW YORK MOTOCROSS  
\* AMA/Metropolitan Sports Committee. Diamondback MX Track, Modena. Info 914/565-3651.  
OHIO MOTOCROSS  
CRA. Malvern MX Park, Malvern. Info 216/262-4945.  
OHIO HARE SCRAMBLE  
CRA. Salem M.C. Club, Salem. Info 216/482-2971.  
OHIO HARE SCRAMBLE  
CMCA/Glass City M.C. Delta Motorsports Park, Delta. Info 419/666-8413 or 882-3286.  
OKLAHOMA MOTOCROSS  
Paradise Valley MX Park, Tulsa/Broken Arrow. Info 918/486-1155.  
OKLAHOMA CROSS COUNTRY  
OCCRA Series. Draper Lake, Oklahoma City. Info 405/386-6088 or 390-8812.  
PENNSYLVANIA MOTOCROSS  
AMA/D-6. Flying Dutchmen M.C., Pine Grove. Info 717/345-6340 or 8734.  
SOUTH CAROLINA MOTOCROSS  
Low Country MX, Hardeeville. Info 803/757-4226.  
TENNESSEE HARE SCRAMBLES  
AMA Mid-South Winter H.S. Series. Centerville. Info 615/331-1475.  
TENNESSEE MOTOCROSS  
AMA. Christiana Raceway, Christiana. Info 615/896-3245.  
TEXAS CROSS COUNTRY  
TCCRA Series. Thunder Mountain, Jacksonville. Info 817/346-1132.  
VIRGINIA HARE SCRAMBLE  
VCHSS. Chestnut Mountain, Martinsville. Info 703/483-7665 or 576-1289.  
WASHINGTON MOTOCROSS  
\* CMC Gold Star #1. Seattle Int'l Raceway, Seattle. Info 206/241-6071.

## April 9

CALIFORNIA SHORT TRACK  
\* AMA/D-36. Lodi Cycle Bowl, Lodi. Info 209/544-1027 or 368-7182.  
CALIFORNIA SPEEDWAY  
\* International Speedway. Orange County Fairgrounds, Costa Mesa. Info 714/492-9933.  
CALIFORNIA MOTOCROSS  
GFI Racing North/Supersport Promotions. Lil Okie Raceway, Madera. Info 209/673-8080.  
CALIFORNIA MOTOCROSS  
CMC Spring Classic. Sacramento Raceway, Sacramento. Info 916/363-2645.  
DELAWARE MOTOCROSS  
DE Motor Sports, Inc. Seaford Speedway, Seaford. Info 302/335-4386.  
TEXAS MOTOCROSS  
\* Mosier Valley MX Park, Euless. Info 817/540-0815.

## April 10

CALIFORNIA MOTOCROSS  
\* CMC. Riverfront Park, Marysville. Info 916/695-2727.  
CALIFORNIA SUPERCROSS  
\* GFI Racing North/Supersport Promotions. Stadium SX. Los Banos Fairgrounds, Los Banos. Info 209/673-8080.  
CALIFORNIA MOTOCROSS  
Racing Enterprises. Carlsbad Raceway, Carlsbad. Info 619/484-1441.  
CALIFORNIA MOTOCROSS  
Rojo Productions. Starwest Supercross Park, Moreno Valley. Info 714/855-2707.  
CALIFORNIA MOTOCROSS  
\* CMC Sunstar Spring Classic South. Sunrise Valley Raceway, Adelanto. Info 619/246-7262.  
CALIFORNIA MOTOCROSS  
\* CMC Sunstar Spring Classic North. Sacramento Raceway, Sacramento. Info 619/246-7262.  
CALIFORNIA SHORT TRACK  
AMA/D-36. Hills Ferry Speedway, Newman. Info 408/779-1036 or 209/826-1461.  
CALIFORNIA MOTOCROSS  
AMA/D-36/NorCal Kawasaki Challenge/Boss MX. Argyle Park, Dixon. Info 510/687-1777.

FLORIDA SHORT TRACK  
Orange County Raceway, Bithlo. Info 813/443-5630 or 441-3139.  
FLORIDA MOTOCROSS  
Dade City Raceway, Dade City. Info 813/986-4950.  
GEORGIA MOTOCROSS  
Moccasin Creek MX, Inc. Screven. Info 912/579-6426.  
GEORGIA SUPERCROSS  
Southern Supercross, Tunnel Hill. Info 706/278-1620.  
ILLINOIS SWAP MEET  
6th Annual M/C Parts Extravaganza & Bike Show. Belle-Clair Fairgrounds, Belleville. Info 319/462-6011.  
MICHIGAN MOTOCROSS  
Baja Acres, Millington. Info 517/871-3356.  
MISSOURI MOTOCROSS  
Sprout Patch Competition, Inc. Billings. Info 417/744-2593.  
NEW YORK MOTOCROSS  
AMA/D-3. Broome-Tioga Sports Center, Binghamton. Info 607/648-4997 or 849-9615.  
NORTH CAROLINA MOTOCROSS  
Spring Series. Wilkes County MX Park, Lenoir. Info 704/758-4342.  
OHIO MOTOCROSS  
CRA. Malvern MX Park, Malvern. Info 216/262-4945.  
OKLAHOMA MOTOCROSS  
RBH, Inc. Motorcycle Raceway, Oklahoma City. Info 405/751-6616.  
PENNSYLVANIA MOTOCROSS  
Trail-Way Speedway, Hanover. Info 717/359-4310.  
TENNESSEE MOTOCROSS  
I-40 Motocross, Lenoir City. Info 615/573-5425 or 986-1617.  
TEXAS MOTOCROSS  
Goodtimes MXPark, Natalia. Info 512/663-6419.  
WASHINGTON MOTOCROSS  
CMC Goldstar #2. Jolly Rogers, Seattle. Info 206/241-6071.  
WISCONSIN DRAGS  
NHRA Jr Drag Racing League. Great Lakes Dragway, Union Grove. Info 818/914-4761.

## April 10-11

NORTH CAROLINA MOTOCROSS  
AMA. SE Area Qualifier. Devils Ridge MX, Sanford. Info 919/776-2412.

## April 11

ALABAMA MOTOCROSS  
County Line Raceway, Bessemer. Info 205/477-6848.  
ARIZONA MOTOCROSS  
CMC Desert Classic #9. Canyon Raceway, Phoenix. Info 602/863-1028.  
CALIFORNIA SMOOTH TRACK  
AMA/D-36/Chicken Ranch Racing Enterprises. Vintage Smooth Track Scrambles Series. Argyle Park, Dixon. Info 916/989-4938.  
CALIFORNIA MOTOCROSS  
CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.  
CALIFORNIA MOTOCROSS  
GFI Annual Easter Egg Hunt. Sandhill Ranch, Brentwood. Info 209/524-7013.  
CALIFORNIA MOTOCROSS  
CMC Spring Classic #1. Sunrise Valley Raceway, Adelanto. Info 619/246-7262.  
CALIFORNIA YSR ROAD RACE  
CMRRA Series. Amago Raceway, Palomar. Info 714/891-0187.  
CALIFORNIA MOTOCROSS  
\* GFI. Argyle Park, Dixon. Info 916/678-3592.  
FLORIDA MOTOCROSS  
FMC. MX of Marion County, Reddick. Info 904/721-7520.  
FLORIDA MOTOCROSS  
Wausau MX, Wausau/Chippley. Info 904/638-1012.  
ILLINOIS MOTOCROSS  
Bloomington-Normal M.C. Wapella. Info 217/445-2536.  
IOWA MOTOCROSS  
AMA/Stalene Trailriders Assn. Lamon MX Park, Lamon. Info 515/784-6121.  
KANSAS MOTOCROSS  
KMSA. Northeast Kansas MX, Westmoreland. Info 913/456-2516.  
NEW YORK MOTOCROSS  
\* AMA/Tucker-Rocky MX C'ship Series/Metropolitan Sports Committee. Walden Playboys, Walden. Info 914/343-2552.  
OHIO MOTOCROSS  
AMA/D-11. MJ USA Easter Egg Hunt. Dirt Country Raceway, Blanchester. Info 513/625-7350 or 625-9987.  
OHIO HARE SCRAMBLE  
CRA. Lightning Raceway, Uhrichville. Info 614/922-4775.  
OHIO MOTOCROSS  
AMA/D-11/JTM Promotions. YZ Bucks Day. Athens/Millfield. Info 614/653-7395.  
OKLAHOMA MOTOCROSS  
Paradise Valley MX. Tulsa/Broken Arrow. Info 918/486-1155.  
PENNSYLVANIA MOTOCROSS  
CRA. Pymatuning Holeshot Raceway, Linnesville. Info 814/683-5655.  
PENNSYLVANIA MOTOCROSS  
The Challenger, Jacksonville. Info 412/726-5494.  
TENNESSEE MOTOCROSS  
KY-TN MX Assn. T-N-T MX Park, Milan. Info 901/987-3029.



**TENNESSEE MOTOCROSS**  
AMA Southern Regional C'ship  
Mega Series. Hidden Acres MX,  
Kingsport. Info 615/323-5497.  
**WISCONSIN MOTOCROSS**  
AMA. Aztalan Clubgrounds, Lake  
Mills. Info 414/786-4420.

#### April 14

**IOWA HARE SCRAMBLES**  
IERA Series. Elliott. Info 515/795-  
3440.

#### April 15

**WASHINGTON MOTOCROSS**  
• CMC/Mt. Baker M.C. Hannegan  
Raceway, Bellingham. Info 206/241-  
6071.

#### April 16

**CALIFORNIA MOTOCROSS**  
Spring Classic #2. Sacramento  
Raceway, Sacramento. Info 916/363-  
2653 or 363-2645.  
**CALIFORNIA MOTOCROSS**  
GFI Racing North/Supersport  
Promotions. Lil Okie Raceway,  
Madera. Info 209/673-8080.  
**CALIFORNIA SPEEDWAY**  
• International Speedway. Orange  
County Fairgrounds, Costa Mesa. Info  
714/492-9933.  
**DELAWARE MOTOCROSS**  
DE Motor Sport, Inc. Seaford  
Speedway, Seaford. Info 302/335-  
4386.  
**TEXAS MOTOCROSS**  
• Mosier Valley MX Park, Euless. Info  
817/540-0815.

#### April 16-18

**NEVADA MOTOCROSS**  
NMA 22nd Annual World Mini Grand  
Prix. Las Vegas. Info 310/868-8112.

#### April 17

**CALIFORNIA TT SCRAMBLES**  
• AMA/D-36. Lodi Cycle Bowl, Lodi.  
Info 209/544-1027 or 368-7182.  
**CALIFORNIA MOTOCROSS**  
• Racing Enterprises. Carlsbad Race-  
way, Carlsbad. Info 619/484-1441.  
**CALIFORNIA STADIUM MX**  
• GFI Racing North/Supersport  
Promotions. Los Banos Fairgrounds,  
Los Banos. Info 209/673-8080.  
**CALIFORNIA MOTOCROSS**  
Rojo Productions. Starwest Super-  
cross Park, Moreno Valley. Info  
714/855-2707.  
**CALIFORNIA MOTOCROSS**  
• CMC. Riverfront Park, Marysville.  
Info 916/695-2727.  
**CALIFORNIA DUAL SPORT**  
Salinas Ramblers M.C., Spreckels.  
Info 408/484-0964.  
**CALIFORNIA TRIAL**  
AMA/ATA/The Schreiber Cup  
Observed Trial. Johnson Valley OHV  
area, Lucerne Valley. Info 213/259-  
6631.  
**DELAWARE MOTOCROSS**  
DE Motor Sport, Inc. Seaford  
Speedway, Seaford. Info 302/335-  
4386.  
**FLORIDA MOTOCROSS**  
Dade City Raceway, Dade City. Info  
813/986-4950.  
**FLORIDA SHORT TRACK**  
Orange County Raceway, Bithlo. Info  
813/443-5630 or 441-3139.  
**GEORGIA SUPERCROSS**  
Southern Supercross. Tunnel Hill. Info  
706/276-1620.  
**KENTUCKY SHORT TRACK**  
Paducah Dirt Riders, Paducah. Info  
502/444-6438.  
**NEW YORK MOTOCROSS**  
LISC. Bridgehampton Motorsport  
Park, Bridgehampton. Info 516/728-  
7727.  
**NORTH CAROLINA MOTOCROSS**  
Silver Creek MX Park, Morganton. Info  
704/584-0776 or 584-2808.  
**OKLAHOMA MOTOCROSS**  
RBH, Inc. Motorcycle Raceway,  
Oklahoma City. Info 405/751-6616.

**PENNSYLVANIA SUPERCROSS**  
AMA/D-6. Evansville Raceways, Inc.  
Berwick. Info 717/759-2841.  
**PENNSYLVANIA SHORT TRACK**  
Trail-Way Speedway, Hanover. Info  
717/359-4310.  
**TENNESSEE MOTOCROSS**  
I-40 Motocross, Lenoir City. Info  
615/573-5425 or 986-1617.  
**TEXAS MOTOCROSS**  
Goodtimes MX Park, Natalia. Info  
512/663-6419.  
**WASHINGTON MOTOCROSS**  
MXNW Series. Woodland MX Park,  
Woodland. Info 206/225-8615 or 667-  
5701.

#### April 17-18

**CALIFORNIA ROAD RACE**  
• Willow Springs Int'l Raceway,  
Rosamond. Info 805/256-1234.  
**CALIFORNIA HILLCLIMB**  
North American Hillclimb Assn.  
Carnegie SVRA, Tracy. Info 510/455-  
1318.  
**CALIFORNIA DUAL SPORT**  
AMA/D-37/Team Dual Dogs. Palomar  
Adventure. Temecula Cycles,  
Temecula. Info 909/694-9299.  
**IDAHO SUPERCROSS**  
SIRA/EIMA. Rupert Fairgrounds,  
Rupert. Info 208/678-5677.  
**KENTUCKY DRAGS**  
IDBA Super Series. Spring Nat'l's.  
Beech Bend Park, Bowling Green. Info  
205/849-7886.  
**OHIO MOTOCROSS**  
AMA/D-11/American Motorsports, Inc.  
Vinton County Fairgrounds, McArthur.  
Info 614/596-2057.

#### April 18

**ALABAMA MOTOCROSS**  
County Line Raceway, Bessemer. Info  
205/477-6848.  
**CALIFORNIA ENDURO**  
AMA/D-36/Los Altos Dirt Bikers M.C.  
ISDE Reliability Enduro. Cow  
Mountain OHV Park, Lakeport. Info  
415/964-8386.  
**CALIFORNIA SHORT TRACK/TT**  
Bakersfield Raceway, Bakersfield. Info  
805/399-7877.  
**CALIFORNIA MOTOCROSS**  
• CRC/OTHC. Edwards A.F.B.,  
Edwards. Info 805/272-8889.  
**CALIFORNIA MOTOCROSS**  
• AMA/D-36/Boss MotoX/NorCal  
Kawasaki Challenge. Argyle Park,  
Dixon. Info 916/678-3592 or 678-  
9956.  
**CALIFORNIA MOTOCROSS**  
GFI/Dick Mann's Nat'l. Sandhill  
Ranch, Brentwood. Info 209/524-  
7013.  
**CALIFORNIA ROUGH SCRAMBLES**  
• AMA/D-36/Abnormal Promotions.  
Northern Calif. C'ship Rough  
Scrambles Series. Stockton Fair-  
grounds, Stockton. Info 209/838-  
3200.  
**CALIFORNIA MOTOCROSS**  
GFI North. Dealer Dollar Challenge  
#4. Kings Speedway, Hanford. Info  
209/582-6716.  
**CALIFORNIA TRIAL**  
AMA/ATA/EI Trial de Espana  
Observed Trial. Johnson Valley OHV  
area, Lucerne Valley. Info 213/259-  
6631.  
**COLORADO MOTOCROSS**  
• SRAC/Pueblo Motorsports, Inc.  
Pueblo Motorsports Park, Pueblo. Info  
303/933-7722.  
**CONNECTICUT TRIALS**  
NETRA Observed Trials Series.  
Meriden M.C., Meriden. Info 508/429-  
7675.  
**DELAWARE MOTOCROSS**  
DE Motor Sport, Inc. Seaford  
Speedway, Seaford. Info 302/335-  
4386.  
**FLORIDA MOTOCROSS**  
FMC Series. Orlando MX Park,  
Orlando. Info 904/721-7520.  
**FLORIDA MOTOCROSS**  
West Florida MX Park, Milton. Info  
904/994-2884.  
**GEORGIA MOTOCROSS**  
Bremen MX, Bremen. Info 404/941-  
8464.

**IDAHO MOTOCROSS**  
Fossil Bowl, Clarkia. Info 208/245-  
3608 or 245-4940.  
**IOWA HARE SCRAMBLES**  
IERA Hare Scrambles Series.  
Stratford. Info 515/795-3440.  
**ILLINOIS SWAP MEET**  
J & P Promotions. 12th Annual M/C  
Parts Extravaganza. Will County Fair-  
grounds, Peotone. Info 319/462-6011.  
**KANSAS HARE SCRAMBLES**  
KMSA Series. 4 Hr.-2 Man. Northeast  
Kansas MX, Westmoreland. Info  
913/456-2616.  
**KANSAS MOTOCROSS**  
KMSA Series. Happy Hills, Hillsboro.  
Info 316/947-5515.  
**KENTUCKY HARE SCRAMBLES**  
AMA. Eagle Creek M.C. Park,  
Owenton. Info 606/472-3442.  
**MARYLAND CROSS COUNTRY**  
AMA Wiseco/Yokohama Nat'l C.C.  
Series. Whiskey Ridge, Sharpsburg.  
Info 301/797-1025.  
**MICHIGAN SWAP MEET**  
Giant M/C Swap Meet, Inc. Michigan  
State Fairgrounds, Detroit. Info  
616/941-0815.  
**MISSOURI HARE SCRAMBLE**  
MO Hare Scrambles C'ship  
Series/Show-Me Motorsports,  
Jefferson City. Info 314/893-2107.  
**MISSOURI MOTOCROSS**  
JEM Enterprises. Possum Hollow MX  
Park, Springfield. Info 417/887-3524.  
**NEBRASKA MOTOCROSS**  
Cornhusker MX Circuit. Phillipsburg.  
Info 913/543-2523.  
**NEVADA MOTOCROSS**  
• CMC/On Trac Events. Silver State  
MX, Carson City. Info 702/267-4392.  
**NEW JERSEY ENDURO**  
ECCA C'ship Series. New Lisbon. Info  
609/657-6338.  
**NEW YORK HARE SCRAMBLES**  
NETRA C'ship Series. Tri-State M.C.  
Lembo Lake Park, Modena. Info  
203/875-5757.  
**NEW YORK MOTOCROSS**  
WNYSC. Hunt Moto Park, Hunt. Info  
716/476-2697.  
**NEW YORK MOTOCROSS**  
AMA/Metropolitan Sports Committee  
Spring Series. Ace MX, Modena. Info  
518/828-6149.  
**NORTH CAROLINA**  
**HARE SCRAMBLES**  
NCHSA Series. Team Race. Wilkes  
County MX Park, Lenoir. Info 704/758-  
9181.  
**OHIO HARE SCRAMBLES**  
CRA. Amherst M.C., Amherst. Info  
216/988-9100.  
**OHIO HARE SCRAMBLES**  
2-Man, 3-Hr. Sunset Ramblers M.C.,  
Galion. Info 419/562-6931 or 683-  
3102.  
**OKLAHOMA CROSS COUNTRY**  
OCCRA Series. Motorcycle Raceway,  
Oklahoma City. Info 405/386-6088 or  
390-8812.  
**OREGON ROAD RACE**  
OMRRA Series. Portland Int'l  
Raceway, Portland. Info 503/221-  
1487.  
**PENNSYLVANIA MOTOCROSS**  
CRA. Pymatuning Holeshot Raceway,  
Linnesville. Info 216/262-4945.  
**PENNSYLVANIA MOTOCROSS**  
Sleepy Hollow MX Park,  
Fredericksburg. Info 717/273-1180 or  
273-9212.  
**PENNSYLVANIA HARE SCRAM-  
BLES**  
AMA/D-6. Flying Dutchmen M.C., Pine  
Grove. Info 717/345-6340 or 8734.  
**SOUTH CAROLINA MOTOCROSS**  
Low Country MX, Hardeeville. Info  
803/757-4226.  
**TENNESSEE MOTOCROSS**  
AMA S.E. Regional C'ship Series.  
Muddy Creek Raceway, Blountville.  
Info 615/323-5497.  
**TEXAS SWAP MEET**  
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Arlington Convention Center,  
Arlington. Info 214/216-5520.  
**TEXAS CROSS COUNTRY**  
TX Cross Country Assn. Series. Lake  
Whitney Cycle Park, Lake Whitney.  
Info 817/346-1132.  
**WASHINGTON MOTOCROSS**  
• CMC Goldstar 3. Washougal. Info  
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Sun., April 11 MX L.A.C.R.  
Sun., April 18 MX Edwards  
Sun., April 25 MX L.A.C.R.

\*Next Vintage Race  
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April 4 Sunday CRC G.P.  
April 11 Sunday CRC MX  
April 18 Sunday Doublecross G.P.  
April 25 Sunday CRC MX

OPEN PRACTICE

3 Tracks: Pee Wee - 60 & 80 - Motorcycles  
9 a.m. - 2 p.m. Every Saturday - CRC Membership Required

## FREE CALENDAR LISTING

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone, we must have a complete Calendar listing form.

Event date: \_\_\_\_\_

Type of event: \_\_\_\_\_

Event sanction/promoter/sponsoring club: \_\_\_\_\_

Location of event: \_\_\_\_\_ State: \_\_\_\_\_

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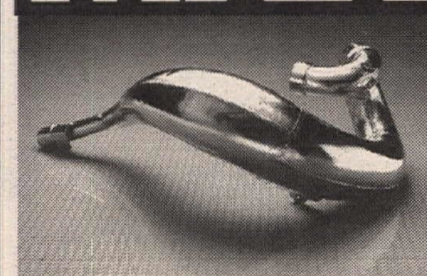
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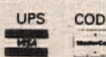
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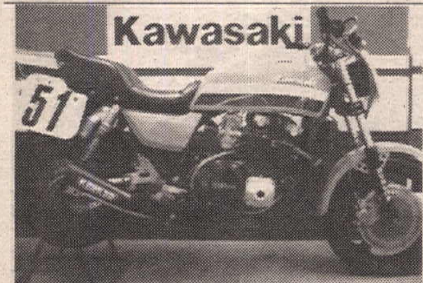
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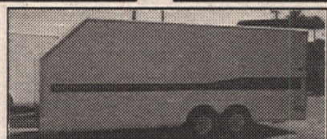
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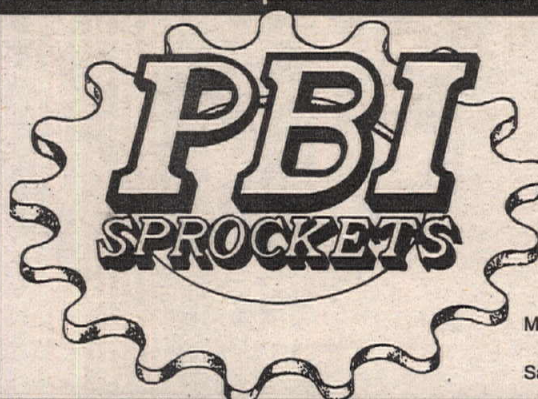
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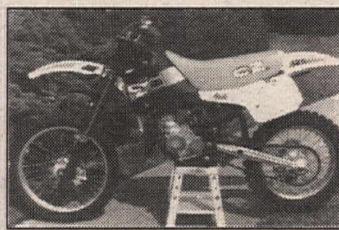
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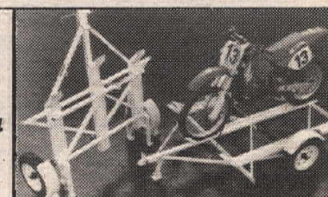
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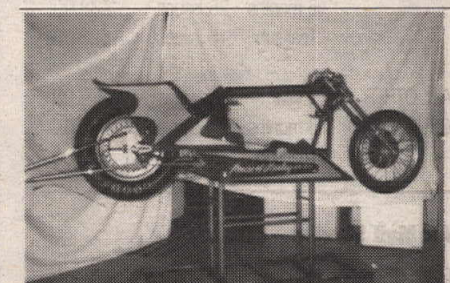
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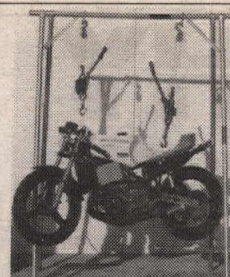
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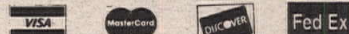
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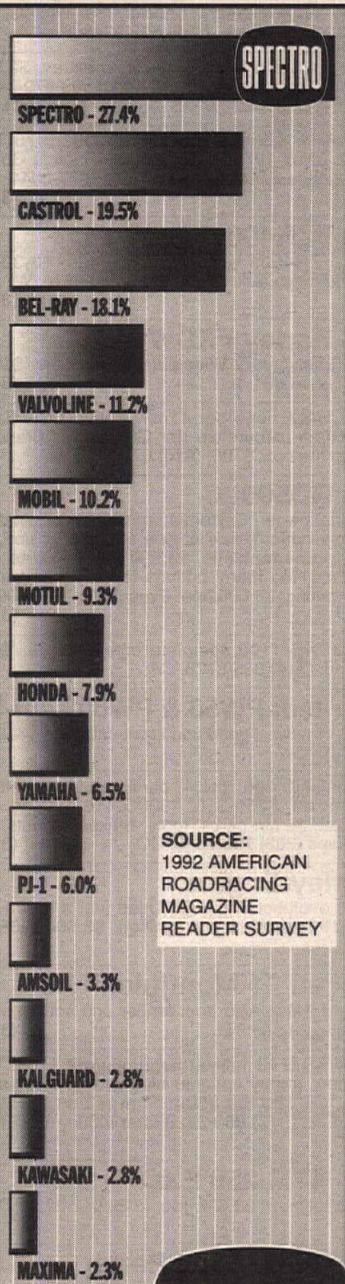
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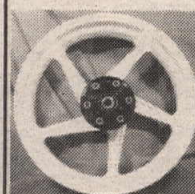
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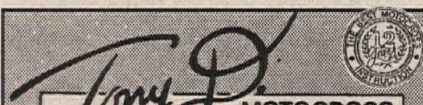
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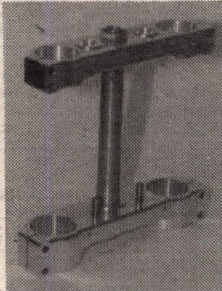
**Fast Line/MCM Racing** 1992 AMA EBC Endurance Champion  
**Jason Pridmore** 1992 AMA 750 Supersport Top Expert Champion  
**Fritz Kling** 1992 AMA 750 Supersport Top Expert 2nd Place  
**Fritz Kling** 1992 WERA Expert B (750) Superstock Champion

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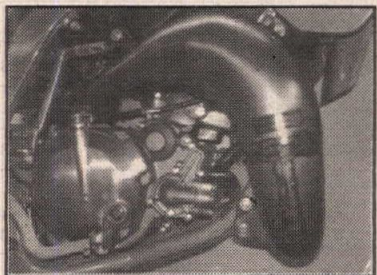
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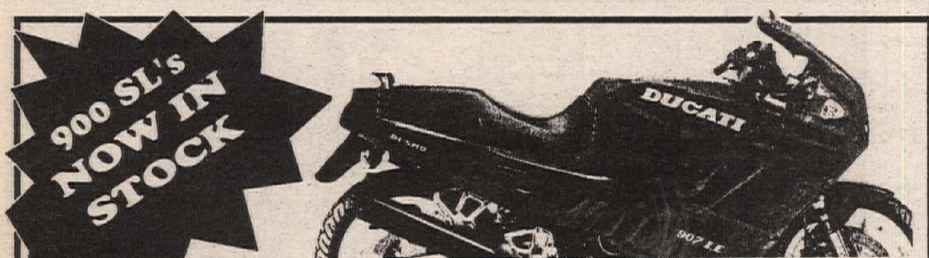
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# RESULTS

**Motocross**  
**Albany Supercross**  
**Albany, OR**  
**Mar. 21**  
**By Deanna Holbrook**

|    |                    |     |
|----|--------------------|-----|
| 50 | Brandon Lachapelle | Yam |
|    | Ricky Gunderson    | Yam |
|    | Ryan Barnes        | Yam |
|    | Casey Duval        | Yam |
|    | Brandon Skinner    | Yam |
|    | 60 JR 6-8          |     |
|    | Brent Line         | Kaw |
|    | 60 SR 9-11         |     |
|    | Eric Williams      | Kaw |
|    | Gregory Blackwell  | Kaw |
|    | Jason Evans        | Kaw |
|    | Matt Harris        | Kaw |
|    | Thomas Rodgers     | Kaw |

|                    |     |
|--------------------|-----|
| Jeff Younce        | Kaw |
| Bill Naylor        | Hon |
| Ed Parsons         | Yam |
| Cliff Kobernik     | Yam |
| Al Hinkley         | KTM |
| WMN                |     |
| Susan Smith        | Kaw |
| Deanna Holbrook    | Suz |
| Cindy Foster       | Kaw |
| Jeanna Van Buskirk | Kaw |
| Lynette Lenz       | Hon |

|                 |     |
|-----------------|-----|
| 80 BEG          |     |
| Cody Garvin     | Kaw |
| Ryan Lindbom    | Yam |
| Isaac Dawson    | Yam |
| Andy Garrison   | Kaw |
| John Meusling   | Yam |
| 80 JR           |     |
| Derek Whitehead | Suz |
| Mike Merina     | Kaw |
| Adam Jones      | Hon |
| Josh Ruebesan   | Suz |

|                |     |
|----------------|-----|
| 80 INT         |     |
| Dusty Lenaburg | Suz |
| Eric Williams  | Kaw |
| 80 OPN         |     |
| Dusty Lenaburg | Suz |
| Eric Williams  | Kaw |
| Mike Merina    | Kaw |
| Cody Garvin    | Kaw |
| Dusty Hill     | Kaw |

|                |     |
|----------------|-----|
| 125 BEG        |     |
| Donny Duncan   | Suz |
| James Lewis    | Kaw |
| Ryan Williams  | Yam |
| Dan Hewitt     | Yam |
| Vincent Argast | Hon |
| 125 JR         |     |
| Ryan Terlecki  | Hon |
| Kirk Ridgley   | Kaw |
| Doug McKuhn    | Kaw |
| Jeremiah Kirks | Hon |
| Brian Martin   | Hon |

|                   |     |
|-------------------|-----|
| 125 INT           |     |
| Jessy Williams    | Kaw |
| Justin Kirks      | Hon |
| Brand Brunkal     | Hon |
| Eric Rogers       | Hon |
| Chris Kelly       | Suz |
| 250 BEG           |     |
| John Feeley       | Kaw |
| Shane Scarborough | Hon |
| Mike Marlow       | Suz |
| Bret McCord       | KTM |
| Steve Batchelor   | Kaw |

|                |     |
|----------------|-----|
| 250 JR         |     |
| Brandon White  | Suz |
| Wayne Anderson | Yam |
| Greg Harmon    | Hon |
| Jason Parks    | Hon |
| Walter Smith   | Kaw |
| 250 INT        |     |
| John Williams  | Hon |
| Rod Comstock   | Suz |
| Kenny Bellmore | Hon |
| Aaron Crawford | Suz |

|               |     |
|---------------|-----|
| 250 PRO       |     |
| Craig Canoy   | Yam |
| Chris Ridgway | Suz |
| Roby Leach    | Hon |
| Gary Beyer    | KTM |
| Rob Drew      | Kaw |
| 500 BEG       |     |
| Mike Storm    | KTM |
| Aaron Boehmer | Kaw |
| Glynn Higgins | KTM |
| Roy Morris    | Kaw |
| Brian Swisher | KTM |
| BTH           |     |

|                |     |
|----------------|-----|
| John Williams  | Hon |
| Ryan Terlecki  | Hon |
| Brent Blaser   | Hon |
| Kirk Ridgley   | Kaw |
| Jessy Williams | Kaw |
| UTH            |     |
| Gary Beyer     | KTM |
| Frank McKuhn   | Kaw |
| Rich Lund      | Yam |
| Bret McCord    | KTM |
| Tim Siddall    | Suz |

|                 |     |
|-----------------|-----|
| 30-40 JR        |     |
| Steve Lorain    | Hon |
| Brett Anderson  | Hon |
| David Cheney    | Yam |
| Jim Morris      | Yam |
| Charlie Trotter | Kaw |
| 30-40 INT       |     |
| Susan Smith     | Kaw |
| Dave Huerta     | Suz |
| Nic Rusinovich  | Hon |

|               |     |
|---------------|-----|
| 30-40 MNY     |     |
| Joe Casey     | Yam |
| Jim Lamkin    | Hon |
| Dean Johnson  | Hon |
| OT JR         |     |
| Steve Baze    | Kaw |
| Ed Parsons    | Yam |
| Loren Bolster | Kaw |
| Pat Merina    | Kaw |
| Cindy Foster  | Kaw |

**OT INT**

|                |     |
|----------------|-----|
| Jeff Younce    | Kaw |
| Monte Foster   | Kaw |
| Bill Naylor    | Hon |
| OT EXP         |     |
| Walter Smith   | Kaw |
| Mike Hickman   | Kaw |
| Nic Rusinovich | Hon |
| Milt Harden    | Suz |
| Steve Shindler | Suz |
| OT MNY         |     |
| Jim Lamkin     | Hon |
| Mike Perry     | Suz |
| Jim Parks      | Hon |
| Dave Merklin   | Suz |
| Jr Meusling    | Yam |

**Supercross**  
**Atlanta Amtr SX**  
**Georgia Dome**  
**Atlanta, GA**  
**Feb. 20**

**PEE WEE**

|                  |  |
|------------------|--|
| James Stewart    |  |
| Jeffrey Fields   |  |
| Zach Rutledge    |  |
| 65 7-11          |  |
| Jeff Gibson      |  |
| Dusty Tindell    |  |
| James Stewart    |  |
| 85 7-11          |  |
| Travis Pastrana  |  |
| Aaron Lindsey    |  |
| Jeff Gibson      |  |
| 85 12-13         |  |
| Robbie Horton    |  |
| Shae Bentley     |  |
| Mark Burkhardt   |  |
| 85 14-15         |  |
| Scott Pinson     |  |
| Travis Langston  |  |
| Jarrett Tipping  |  |
| 125 C            |  |
| Clark Stiles     |  |
| Kyle David Kelly |  |
| Tim Hosfeld      |  |
| 125 B            |  |
| Richie Horton    |  |
| J.D. Collins     |  |
| Matt Maximoff    |  |
| 125 A            |  |
| Bill Wallin      |  |
| Richard Bison    |  |
| Jason Sides      |  |
| 125 YTH          |  |
| Richie Horton    |  |
| J.D. Collins     |  |
| Ian Fortune      |  |
| +25              |  |
| Bill Wallin      |  |
| Gene Hodge II    |  |
| James Hayes      |  |
| 250 C            |  |
| Bryan Smith      |  |
| Randy Bailey     |  |
| Randy Hyde       |  |
| 250 B            |  |
| Edward Ray       |  |
| Adam Bechdel     |  |
| John Fesler      |  |
| 250/500 A        |  |
| Richard Bison    |  |
| Jason Sides      |  |
| Billy Beltz      |  |
| +30              |  |
| Cary Morris      |  |
| Timothy Smith    |  |
| Bobby Gilbert    |  |
| +35              |  |
| Timothy Smith    |  |
| Chuck Bailey     |  |
| Stan Hightower   |  |
| +40              |  |
| Henry Gref       |  |
| Skip Stewart     |  |
| Robert Darden    |  |
| 500 NOV B/C      |  |
| Marc Cleveland   |  |
| Jim Gooch        |  |
| Dale Huff        |  |

**Motocross**  
**White Oak**  
**Fredericksburg, VA**  
**Mar. 21**  
**By Caryl Pigg**

|    |                 |     |
|----|-----------------|-----|
| 50 | Corey Hornes    | Yam |
|    | John Magdinec   | Suz |
|    | Landon Anderson |     |
|    | 60              |     |
|    | Corey Hornes    | Kaw |
|    | Jesse Kirby     | Kaw |
|    | 80 7-1          |     |
|    | Jeff Howell     | Yam |
|    | Ryan Jones      | Yam |
|    | Chris Day       | Hon |
|    | 80 12-13        |     |
|    | Aaron Day       | Suz |
|    | Mike Ford       | Kaw |
|    | Al Gardner      | Yam |
|    | 80 14-15        |     |
|    | Jason Greer     | Hon |
|    | Chris Brown     | Kaw |
|    | Chris Baggett   | Suz |
|    | 250 A           |     |
|    | Jeff Yentzer    | Hon |
|    | Terry Kennedy   | Kaw |
|    | Jason Conlon    | Suz |
|    | John Morfit     | Kaw |
|    | Ian Fortune     | Hon |
|    | OPN A           |     |
|    | David Sorter    | Hon |
|    | OPN B           |     |
|    | Jim Morris      | Hon |
|    | Steve Thompson  | Hon |
|    | John Richards   | Hon |

**Motocross**  
**White Oak**  
**Fredericksburg, VA**  
**Mar. 21**  
**By Caryl Pigg**

|    |                 |     |
|----|-----------------|-----|
| 50 | Corey Hornes    | Yam |
|    | John Magdinec   | Suz |
|    | Landon Anderson |     |
|    | 60              |     |
|    | Corey Hornes    | Kaw |
|    | Jesse Kirby     | Kaw |
|    | 80 7-1          |     |
|    | Jeff Howell     | Yam |
|    | Ryan Jones      | Yam |
|    | Chris Day       | Hon |
|    | 80 12-13        |     |
|    | Aaron Day       | Suz |
|    | Mike Ford       | Kaw |
|    | Al Gardner      | Yam |
|    | 80 14-15        |     |
|    | Jason Greer     | Hon |
|    | Chris Brown     | Kaw |
|    | Chris Baggett   | Suz |
|    | 250 A           |     |
|    | Jeff Yentzer    | Hon |
|    | Terry Kennedy   | Kaw |
|    | Jason Conlon    | Suz |
|    | John Morfit     | Kaw |
|    | Ian Fortune     | Hon |
|    | OPN A           |     |
|    | David Sorter    | Hon |
|    | OPN B           |     |
|    | Jim Morris      | Hon |
|    | Steve Thompson  | Hon |
|    | John Richards   | Hon |

**Motocross**  
**White Oak**  
**Fredericksburg, VA**  
**Mar. 21**  
**By Caryl Pigg**

|    |                 |     |
|----|-----------------|-----|
| 50 | Corey Hornes    | Yam |
|    | John Magdinec   | Suz |
|    | Landon Anderson |     |
|    | 60              |     |
|    | Corey Hornes    | Kaw |
|    | Jesse Kirby     | Kaw |
|    | 80 7-1          |     |
|    | Jeff Howell     | Yam |
|    | Ryan Jones      | Yam |
|    | Chris Day       | Hon |
|    | 80 12-13        |     |
|    | Aaron Day       | Suz |
|    | Mike Ford       | Kaw |
|    | Al Gardner      | Yam |
|    | 80 14-15        |     |
|    | Jason Greer     | Hon |
|    | Chris Brown     | Kaw |
|    | Chris Baggett   | Suz |
|    | 250 A           |     |
|    | Jeff Yentzer    | Hon |
|    | Terry Kennedy   | Kaw |
|    | Jason Conlon    | Suz |
|    | John Morfit     | Kaw |
|    | Ian Fortune     | Hon |
|    | OPN A           |     |
|    | David Sorter    | Hon |
|    | OPN B           |     |
|    | Jim Morris      | Hon |
|    | Steve Thompson  | Hon |
|    | John Richards   | Hon |

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**Motocross**  
**White Oak**  
**Fredericksburg, VA**  
**Mar. 21**  
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TEAM SMITTY, AS YOU MAY RECALL FROM OUR LAST STIRRING EPISODE, HAS ACCIDENTALLY ENTERED IN THE ANNUAL "PARIS TO DAKAR RALLYE," ABOARD HIS CITY-OWNED "DOG-SQUAD" MOTORCYCLE! WE JOIN OUR HERO AS HE STREAKS ACROSS THE BURNING SANDS OF NORTH AFRICA....

OH--I'M GONNA GET IT! MR. YOPLAIT'S GONNA KILL ME FOR ENTERING THIS RACE WITH CITY PROPERTY!!

WHAT? YOU MEAN THAT IMBECILE HAS TAKEN CITY PROPERTY TO A RACE? THIS IS AN OUTRAGE!!!

WITH ALL DUE RESPECT, SIR, THE PUBLIC THINKS HE'S A HERO...

A HERO, YOU SAY? A MUNICIPAL EMPLOYEE BECOMING A "HERO OF FRANCE"? DO YOU REALIZE WHAT THIS MEANS IN TERMS OF OUR CAREERS, FRENCHERY?

YES, SIR!

WE RE-JOIN SMITTY AS HE ROARS ACROSS THE SUB-SAHARAN SAVANNAH...

THIS THING IS BOGGING DOWN... I'M LOSING SPEED...

AAAA! HERE'S THE PROBLEM. I'M OVER-WEIGHTED! IT MUST'VE BEEN THAT HERD OF ELEPHANTS I HAD TO CLEAN UP AFTER BACK IN SUDAN.... PHEW!!!

NO ONE SEEMS TO BE USING THAT FIELD OVER THERE... I HATE TO BE A RAT, BUT I'VE GOT TO DUMP THIS LOAD...

GEE... SORRY, SIR. HAVE A NICE DAY!

WHOOOSH!!! DUMPPP!!!

AND BACK AT MUNICIPAL H.Q....

SIR! THIS REPORT JUST CAME IN SAYING THAT NOT ONLY IS SMITTY LEADING THE RACE, BUT HE SINGLE-HANDEDLY FERTILIZED AN ENTIRE FAMINE-STRIKEN VALLEY IN CENTRAL AFRICA! THERE'S EVEN TALK ABOUT THE NOBEL PRIZE!

SACRE BLEU!

THE NOBEL PRIZE!

ZIP!

INDEED, ALL ACROSS FRANCE, YOUNG MEN FOLLOWED OUR HERO'S PROGRESS, AND LONGED TO GO TO PARIS AND JOIN "LE DIVISION SANITAIRE" OF THE FAMOUS MOTORIZED "DOG SQUAD"...

NO THANKS, SARGENT! I'M OFF TO PARIS TO JOIN "LES PATROUILLES RECRUITING OFFICER DES POO-POOS!"

FROM THE FRENCH FOREIGN LEGION

UNWITTINGLY, SMITTY HAD ALSO TOUCHED OFF A GLOBAL SPENDING SPREE IN FOREIGN AID TO "UMBUTTU," THE TINY AFRICAN NATION THE SIZE OF MARYLAND, (POPULATION 3,706,352,821), AS EACH SUPER-POWER, NOT WANTING TO BE OUTDONE BY FRANCE, FRANTICALLY STARTED BLOWING MONEY...

YOUR HIGHNESS! THE JAPANESE HAVE JUST BEGUN WORK ON A NEW HYDROELECTRIC POWERPLANT, THE AMERICANS HAVE PLANS FOR A TWELVE-LANE SUPERHIGHWAY, AND THE RUSSIANS HAVE SHIPPED THIRTY THOUSAND PAIRS OF RUBBER GALOSHES AND TWO ADVISORS!!!

TO BE CONTINUED!

|                   |     |                   |     |                 |     |                    |     |
|-------------------|-----|-------------------|-----|-----------------|-----|--------------------|-----|
| Jeff Conlon       | Hon | Hare Scrambles    |     | Jay Roy         | Hon | Jeremy Buckley     | Hon |
| Tyson Hoffman     | Hon | Texas C'ship Hare |     | James Clark     | Hon | Travis White       | Yam |
| Jeff Yentzer      | Kaw | Scramble Series   |     | Michael Elshout | Hon | Jeff Prokop        | Hon |
| Terry Kennedy     | Kaw | Floresville, TX   |     | Guy Wurst       | Kaw | Kenith Langham     | Yam |
| Donnie Miller     | Yam | Mar. 14           |     | Derry Blish     | Kaw | Calvin Cardwell    | Kaw |
| Jason Conlon      | Suz | By Bob Windham    |     | Larry Buckley   | Hon | Francis Hess       | Yam |
| Shane Anthony     | KTM |                   |     | Bill Smith      | Hon |                    |     |
| 25+ A/B           |     |                   |     | Bubba Spears    | Yam |                    |     |
| Todd Steth        | Kaw | AA                |     | SR B            |     | Chris Thompson     | Suz |
| Michael Crocker   | Hon | Kent Howerton     | Hon | Dave Adams      | Kaw | Jason Sperry       | Hon |
| Alan Kocotas      | Hon | Steve Cardwell    | Yam | Terry George    | Kaw | Kris Stevenson     | Hon |
| Marc Grossman     | Kaw | Mark Goertz       | Hon | Verlin Rathman  | Hon | Jonathan Buckley   | Hon |
| Michael Morgan    | KTM | Shaun Martin      | Yam | Mike Croney     | Kaw | Jason Frerich      | Hon |
| VINT              |     | Clifford Goertz   | Hon | Bob Windham     | Kaw | 60                 |     |
| Doug Wentzell     | Hon | O/A A             |     | Roger Nitsch    | Hon | Brent Klima        | Kaw |
| Paul Dzwonowski   | Hon | Mark Childre      | KTM | David Hyden     | Hon | Waylon McCulloch   | Kaw |
| Darin Emswiler    | Hon | Alan Drane        | Hon | Craig Pingleton | Hon | Michael Purks      | Kaw |
| Chris Rhoten      | Yam | Jeff Wilson       | Yam | Harvey Gartley  | Hon | Travis Quick       | Yam |
| Tom Anania        | Hon | Roger Bailey      | Kaw | John Crumley    | Kaw | 50                 |     |
| 250 B             |     | Brian Hanson      | Kaw | 200 C           |     | Zack Smith         | Yam |
| David Canesi      | Hon | OPEN A            |     | Bill Holland    | Hon | 4-STRK             |     |
| Mark Spence       | KTM | Brian Hanson      | Yam | Lee Jordan      | Kaw | Shane Osborn       | Hon |
| Chris Brocius     | Kaw | Tim Yerby         | Kaw | Rod Kelly       | Kaw | Rickard Kepler     | Kaw |
| Marc Grossman     | Kaw | Danny Smith       | Kaw | Stephen Selman  | Kaw | Grant Morgan       | Hon |
| J.C. Vazzana      | Hon | 200 A             |     | David Gartley   | Hon | Chris Wicker       | Hon |
| 250 C             |     | Roger Bailey      | Kaw | JR              |     | Richard Bukke      | Hus |
| Richard Hoffa     | Hon | Jeremy Stockton   | Kaw | Brian Canion    | Hus | WMN                |     |
| Tony Holloway     | Hon | VET A             |     |                 |     | Danielle Lindemann | Kaw |
| Russell Trail     | Yam | Mark Childre      | KTM |                 |     |                    |     |
| Terrance Cutlip   | Kaw | Alan Drane        | Hon |                 |     |                    |     |
| Michael Polen     | Kaw | Jeff Wilson       | Yam |                 |     |                    |     |
| VET B             |     | Randy Young       | Suz |                 |     |                    |     |
| David Wilcox      | Hon | SR A              |     |                 |     |                    |     |
| Ray McClarren     | Yam | Michael Bradshaw  | Yam |                 |     |                    |     |
| Gary Jones        | Hon | Howard Love       | Hon |                 |     |                    |     |
| Harvey Holcombe   | Kaw | Nick Nickelson    | Kaw |                 |     |                    |     |
| Jeff Ray          | Suz | George Spalding   | Hon |                 |     |                    |     |
| VET A             |     | Howard Juckett    | Kaw |                 |     |                    |     |
| Todd Stith        | Kaw | OPEN B            |     |                 |     |                    |     |
| Alan Kocotas      | Hon | Todd Tarver       | KTM |                 |     |                    |     |
| Michael Morgan    | KTM | Dave Martin       | Hon |                 |     |                    |     |
| Scott Sampson     | Suz | Glenn Thompson    | Kaw |                 |     |                    |     |
| Carier Mackiewicz | Hon | 250 B             |     |                 |     |                    |     |
| 125 B             |     | Mark Vickers      | Suz |                 |     |                    |     |
| Nathan Juergens   | Hon | Carier White      | Kaw |                 |     |                    |     |
| Jake Stanley      | Kaw | Kevin Council     | Yam |                 |     |                    |     |
| Bo Chanaguyen     | Hon | Stuart Edwards    | Suz |                 |     |                    |     |
| Steven Eagler     | Kaw | Robert Chole      | Hon |                 |     |                    |     |
| Neil Shelor       | Kaw | 200 B             |     |                 |     |                    |     |
| 125 C             |     | David Mildren     | Kaw |                 |     |                    |     |
| David Mock        | Kaw | Mike Walker       | Kaw |                 |     |                    |     |
| Dwayne Cox        | Kaw | Jimmy Quick       | Yam |                 |     |                    |     |
| Tony Sapanero     | Kaw | Tom Derby         | Kaw |                 |     |                    |     |
| Joseph Caruso     | Suz | 125 B             |     |                 |     |                    |     |
| Jeff Smith        | Kaw | Duane Badgley     | Hon |                 |     |                    |     |



Send results of races ASAP after the event to: Results, Cycle News, P.O. Box 498, Long Beach, CA 90801-0498. Results should be typewritten or printed legibly, and include the type of event, name of race track, city and state where located, date of event, name of person submitting the material, the top five finishers in each class, and the brand of bike each finisher rode.

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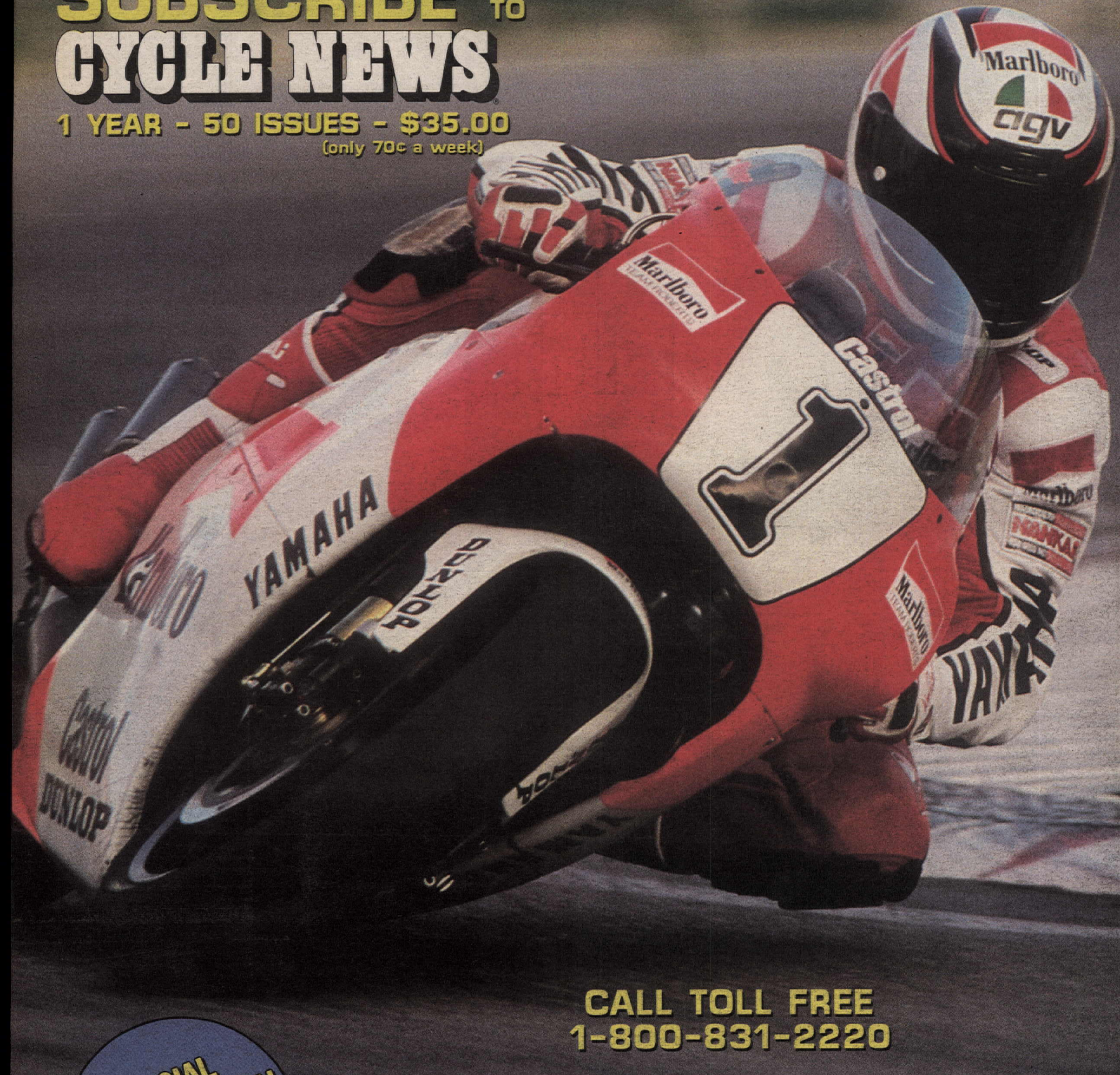
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